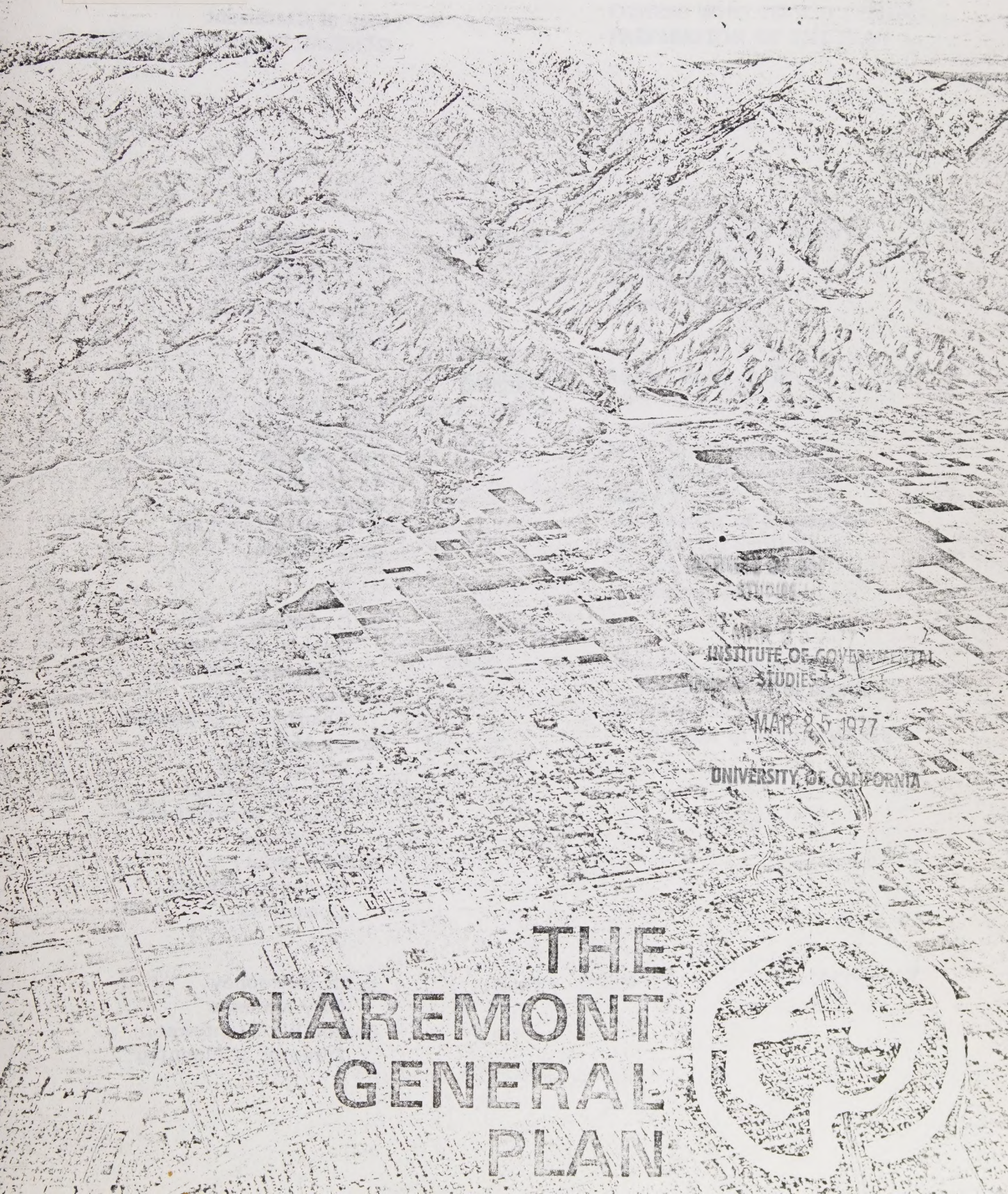


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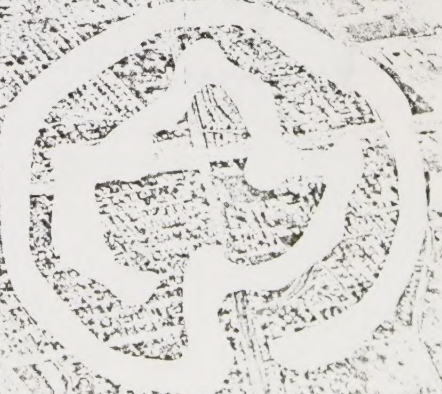


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# THE CLAREMONT GENERAL PLAN





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## THE CLAREMONT GENERAL PLAN

### 1969 Amendment

Claremont adopted its current General Plan in 1956. During 1969 the city conducted a new general plan program. The development of most of the existing area of the city has been committed and not much change should be expected in these areas during the period of usefulness of the amended plan, with the exception of a number of special problem areas which have been specially considered by Marshall Kaplan, Gans, and Kahn, Economic Consultants. In this Plan, therefore, primary emphasis has been placed on the undeveloped areas of the city's planning area, generally north of Base Line Road, and along the eastern side of the city.

Hall and Goodhue, Planning Consultants  
Monterey - San Francisco

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Cover photo - R. C. Frampton, Claremont



## RELATION OF THE GENERAL PLAN TO THE ZONING PLAN

There is an important time difference to keep in mind in the relation of the General Plan to zoning. The General Plan is a twenty year projection of what the community is aiming at, in a generalized way. Zoning is immediate and specific, relating to what is needed in the next two to five years. Therefore, the Zoning map and the General Plan Map may look quite different, but the Zoning Map, as time goes on, should move in the direction of the General Plan Map.

For example, there are symbols shown on the General Plan for neighborhood shopping centers in areas that are now agricultural or undeveloped, and which may not be subdivided for many years. Experience has shown it would be premature and harmful to zone the area of the future neighborhood shopping center as commercial until development in that neighborhood takes place. If anyone requests it, he should be refused.

## REZONING IN RELATION TO THE GENERAL PLAN

What steps will be necessary to apply for zoning that is in conformity with the Plan or, on the other hand, that is not in conformity with the Plan?

The procedures, in both cases, would be the same as for any zoning application. Anyone should be able to ask for rezoning and get a public hearing on his request. The difference will be in the action of the Planning Commission. For zoning requests in conformance with the Plan, the Commission will have to evaluate whether or not the timing is right, or if the request is premature in relation to the development of the community. Land should not be zoned for developments which are more than about two years in the future.

For requests not in conformity with the Plan, the Planning Commission will have to evaluate

several factors. First, is the request in conformity with the general intention, even though not in conformity with a literal interpretation of the Plan? Second, are the assumptions on which the Plan is based still valid? Third, what are the effects on other aspects of the city and of the General Plan if the rezoning is granted?

In the first case, new neighborhood shopping, school and park sites and other symbols are intended as to general location only. If, for example, a shopping center is shown on one side of a road in an undeveloped area, the Planning Commission could grant the zoning on either side, depending on the circumstances when the area is actually developed. This would comply with the intention of the Plan. However, one symbol indicates the need for one center, not two, so a second shopping center even if in the precise location shown on the map would not conform to the Plan. Commercial facilities on both sides of a road or four corners of an intersection should be avoided in new areas. The second factor illustrates the intention of annual or, at most, bi-annual review of the General Plan in respect to developments since adoption or since the most recent review. In the third case, one of the most valuable aspects of the Plan is calling attention to effects of a specific action on other aspects of the city. The General Plan represents an equilibrium of many factors of community growth. Any action or development may affect the whole Plan, requiring a new balance to be established.



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## I. THE FUTURE OF CLAREMONT

Although in the past Claremont was founded and grew as a separate community around the colleges, geographically distinct from other cities, in the future Claremont will be, and in fact in the past decade has already substantially become, an integral part of the developing Pomona Valley, which, in turn, is a part of the Los Angeles metropolitan area. In looking to its future as a part of that metropolitan area it is important that Claremont identify the essential features which distinguish it and make people want to live here, so that those features can be maintained as the city develops and grows; and identify those basic features which have regional significance and in which cooperation with neighboring jurisdictions is essential.

1. Number one must be the fact that Claremont is a college community and has drawn to itself a particular type of person who is more than usually concerned about the city.
2. There is a consequential intellectual and cultural environment in the community. This in itself, in turn, attracts others.
3. There is a quality of the physical environment which the city has developed which distinguishes it and which attracts people. This is reflected in, for example, its many parks, its many street trees and its public and private attention to landscaping. One gets a clear sense of being in Claremont.
4. The community has developed a high level of quality in its school system.
5. There is a sense of identification with something small in scale which reflects itself in the whole idea of the Village and in the fact that the Village even has that name.
6. There is a prevalent attitude on people's part of wanting to be part of something distinctive and something different. The city is attracting people who seek a community with an identification and Claremont's identification in particular.
7. The city is strongly dominated by its close relation to the mountains and open plains.

In planning for its future growth, the city must face the question of whether or not it will be possible for Claremont to maintain this kind of character and identity in the fact of the engulfing growth



which must be expected in Pomona Valley, much as some of the older cities to the west were gradually engulfed as Los Angeles grew.

Claremont can no longer depend on the actual geographical and physical separation which the city had at one time. One of the inevitable changes that is going to take place will be the disappearance of the natural surroundings that many people of Claremont have responded to. The orchards and open spaces will be occupied with new houses. Along with planning for development the city must plan for the permanent preservation of some open spaces as a part of its setting and the city must be designed to focus upon them. Claremont is fortunate to have both the Protective Association water conservation areas and the hills above the city.

In order to continue the high level of public services the city and the school district have offered, Claremont must find a way to get a better share of taxes through the development of commercial and other tax producing functions within the city.

## II. THE PLAN FOR CLAREMONT

The General Plan for Claremont portrays a culturally-oriented, residential community of fifty thousand people, focusing on the Claremont colleges at the center, with Old Claremont and the Village at their historic location on the west and a new commercial and employment area along the border of the city to the east.

Claremont lies at the base of the San Gabriel Mountains. In the Plan its foothill areas have been developed as view-oriented, low-density, residential areas interlaced with vast open space preserves. The city has grown northward into the level area at the base of the foothills. It has a number of varied, new, residential neighborhoods focusing on a network of parks and schools which link the neighborhoods together and tie them to the open space fabric in the hills.

A new foothill freeway has been built linking Claremont to the metropolitan area to the west, and a new, wide, landscaped boulevard links the city to the Pomona Valley area to the south. Major traffic arteries lead from all directions to the new commercial and employment areas of the city. These new arteries serve both the new area and help relieve the traffic pressures on the older, developed residential areas of the city. The new Claremont Boulevard links the Village to the freeway which forms the new gateway to the city.



### III. PRINCIPAL FEATURES OF THE PLAN

The study has brought out several points which have become key features of the new Plan.

#### 1. Maintenance of Claremont's Uniqueness

Claremont is a community which despite its becoming increasingly a part of a metropolitan area has maintained a remarkable degree of distinction and separate identity, both physically and in the nature and character of its residents. The Plan seeks ways to continue this characteristic as the city grows northward and as it is surrounded by adjacent cities of the Pomona Valley. This is done in several ways which are discussed in turn below as separate features of the Plan.

#### 2. New Approach to Residential Development

Claremont seems to be in general agreement on the desirability of more physical, economic and social variety and mixture in new residential areas. This is the kind of variety which is being planned in all current new towns and major land development. This mixture has so far always required the degree of control which is dependent on single ownership. This new Plan for Claremont proposes a method of encouraging similar results in the new areas of Claremont, even though these areas are currently fragmented into small parcels with many separate ownerships, and though the area will likely be built by many different builders and separate interests. The Plan permits a variety of housing types ranging from single family houses to apartments and creative new solutions to housing which may not currently be in use, mixed together and interspersed with open spaces linking the schools and other neighborhood facilities.

#### 3. Economic Development

Economic studies indicate that Claremont has substantially lower economic activity than the average community as measured by taxable retail sales. Similarly, the city has very little industry or other tax producing uses. On the other hand Claremont has large areas that are tax exempt. The Plan, therefore, proposes that an area of the future part of the city be devoted to tax-producing functions.

a. Commercial

The Plan proposes to maintain the existing commercial areas, primarily the Village and the Foothill Boulevard area, allowing them to expand within their present zoning envelopes. However, the plan also proposes to create a new principal commercial area near the future Foothill Freeway. In this new area, Claremont can use its public powers and public investments to create a site with the important competitive advantages of good access.

b. Employment

The Plan also proposes the development of a new high quality employment area along the eastern edge of the city. This area should contain clean, attractive industry and administrative offices. The Plan proposes the development of Claremont Boulevard as an especially highly landscaped street to define the employment area, to provide the needed access, and to establish the suitably attractive high quality impetus for the area.

4. Circulation

The Plan recognizes the inter-connecting relationship between the use of land and circulation. It proposes, therefore, that the placement of major roads be considered as one of the important tools the city has to affect the timing and character of development.

There are two major aspects of circulation, regional and local. Claremont has in the past simply had to cope with regional traffic in that the city derived no benefit from it. The city started out as a self-contained community and has, in fact, had a policy of pushing these routes to the periphery. The Plan proposes to reverse this policy in regard to the future Foothill Freeway in order for the city to gain some of the economic advantages described above. The Plan proposes that Claremont's principal commercial and employment areas be located at the city's new freeway entrance at Claremont Boulevard.

Most of the circulation patterns of the city itself have already been committed. The Plan has two new major local circulation recommendations. The first is that the Mills-Claremont



Boulevard-Padua Avenue route be developed as the major north-south artery in the city connecting to both freeways and providing access to the new commercial area, the proposed employment area, the Colleges and the Village. The second proposal is that the new residential area north of Base Line Road be served by a new diagonal artery which will connect to the Foothill Freeway and to Claremont Boulevard on the one hand, and, on the other hand, will relieve Indian Hill Boulevard from otherwise potential increased traffic. Other circulation proposals generally build on established city traffic routes.

## 5. Open Space Network

Claremont has been strongly oriented to the development of its fine system of city parks. Each neighborhood has a small park, many in conjunction with the neighborhood school.

The Plan proposes in the new areas of the city that this neighborhood park system be supplemented by a system of linkages, forming a whole fabric of open space, weaving through the residential area. This fabric would become the backbone and basic organizing structure of the area.

It is proposed that this internal cultivated open space network be linked to a system of natural areas along the base of the foothills and connect to the permanent open space of the water conservation areas. The open space network is proposed in the Plan to encourage hiking and riding trails as well as pedestrian connections from the residential areas to the schools and other neighborhood facilities.

## 6. Urban Design

Claremont has long been unusually aware of the need for good urban design as a principal expression of the uniqueness of the city. The Plan has been developed with a strong orientation to the impact of good design on the city and the effect it will have in attaining the many other objectives of the city. The Plan presumes that Claremont will continue its current design control and beautification program for the present areas of the city and extend them into the new areas in the manner shown in the Plan.

## IV. LAND USE

### Residential Development

The General Plan for Claremont shows the planning area growing from its present thirty thousand to approximately fifty thousand persons. This growth will primarily be the result of the continuing growth of the Los Angeles metropolitan area and the Pomona Valley in particular. The Foothill Freeway is expected to have a great impact on the development of the city and its timing. However, instead of attempting to predict just when this growth will take place the Plan has been developed on the basis of the ultimate holding capacity of the Claremont planning area. It assumes that all developable land that has not otherwise been used or set aside for other purposes will ultimately be used for residential development.

Even with large areas used for colleges, the great majority of the area of Claremont, as with most other cities, will be devoted to residential use. The residential areas of the community have great social, economic and emotional importance and should receive major attention and care in planning. The objectives in planning residential areas should be to create the variety of types of development needed to fit personal and economic needs of people while building and maintaining desirable places to live. There are some aspects of residential areas that are generally thought desirable by almost everyone. These can therefore become general goals for the residential areas of the city whether existing or newly developed.

#### 1. Exclusion of Heavy Traffic

The exclusion of heavy traffic that is unrelated to the neighborhood itself is a generally recognized objective for a residential neighborhood. Major streets are in fact one of the most common ways that cities are divided into recognizable sub-areas. On the other hand, in all but the newest types of residential areas, the street itself is a major unifying element. Our homes generally face the street and important neighborhood social encounters are made there. For children the street is usually the nearest playground. These uses of the street are incompatible with heavy traffic and high speed. The goal in new areas, therefore, should be a pattern of streets which carries major traffic arteries between rather than through residential areas. Local streets should only be for the houses they serve and their patterns should be laid out to make it more convenient for traffic to go around a residential area than to cross it.



## 2. Neighborhood Identity

Just as Claremont as a city seems to want to preserve its identity, so should the smaller sections of the city have a neighborhood identity. Popular names for sections of a city are reflections of people's trying to identify their neighborhoods in a personal and more recognizable way. The term "Old Claremont" is a prime example. The Plan recognizes a series of identifiable sub-sections of the city. These are separated one from another by major physical elements like the freeway, traffic arteries, the colleges, or other major land uses.

## 3. Availability of Neighborhood Facilities

Certain non-residential uses are closely related to the neighborhoods and should be encouraged as appropriate convenience facilities, if properly located within the neighborhood. Schools are the primary example. Elementary schools should be located in the center of the neighborhood within easy walking distances. These should be related to the neighborhood park. Neighborhood shopping facilities for the convenience of the residential areas should be in the neighborhood but at the edge where the traffic generated will not penetrate the neighborhood. Churches are likewise generally considered to be appropriate neighborhood facilities but should also be located on the periphery where they can be served by a major thoroughfare or principal collector since churches often serve many areas of the community.

## 4. Neighborhood Conservation

Many of the older sections of Claremont have maintained themselves as desirable residential areas. Factors which tend to encourage neighborhood conservation such as street trees and active neighborhood organizations tend to develop a sense of neighborhood pride. On the other hand factors which cause deterioration and disrupt the neighborhood are the introduction of new or excessive traffic volume, sub-standard public services, poor private maintenance, lack of identification of the residents with the neighborhood, lax zoning controls, age and economic pressures including taxes.

The General Plan can help in the conservation of existing neighborhoods by proper identification of the neighborhoods and their significant features.

## 5. New Residential Areas

The area of Claremont which will absorb the major amount of the future growth of the city is the area, basically undeveloped, lying at the base of the foothills just north of the future Foothill Freeway and generally east of Indian Hill Boulevard. The area is a part of the same alluvial fan from the San Antonio Canyon on which the rest of the city has grown. The area was surveyed and divided in the same mile grid as the whole Pomona Valley. Very little of the area has been subdivided in its ultimate sense as a residential part of the city. Most of the area is now owned in parcels of five to forty acres and still contains many surviving citrus groves. Although there is a theoretical gridiron street pattern in the area, few roads have actually been built and none of them, outside of the actual subdivision areas, are of the quality of a permanent street. Effectively, therefore, this is a completely undeveloped area. Before it can become a part of residential Claremont all the required physical improvements will yet have to be made.

In the past as the City of Claremont grew, development simply followed along the section lines set out a century ago. From a careful look at a map of the city one can now trace the size parcels that were subdivided one after the other, fitting together as a sort of patchwork quilt. This is also true of all the flat agricultural land in the Pomona Valley and throughout the vast spreading areas of Los Angeles.

The best examples of modern residential development have always been the products of large single ownerships of several hundred acres in size, many of which are as large as all of the remaining undeveloped portions of Claremont. These major new subdivisions have shown a common interest in growing recognition of the importance of open space in metropolitan areas. This has been coupled with experimentation in mixtures of residential uses, whereas for a long time normal zoning requirements have resulted in vast areas where only one type of development is permitted. In most cities, for example, more than half the acreage of the entire city is used for single-family detached residences unrelieved by any variation except around thoroughfares or other areas generally thought less desirable for residential development.

The General Plan seeks ways to bring to Claremont the advantages of large-scale development through a collaboration of the city with the private developers. The Plan sets forth a



basic fabric of open space running throughout the future residential areas, linking together all of the neighborhood parks and schools and tying them in turn to the rest of the city's open space proposals. This open space network defines and delimits a pattern of residential development all of which can in turn relate internally to this open space network. The open space fabric would form the linkages from all of the residential areas to the parks, to the schools, to the other residential areas and other neighborhood facilities.

In conjunction with this open space fabric network and the resulting residential areas, the Plan sets forth the basic circulation system with a major artery serving the entire area and connecting both to the Foothill Freeway interchange and to the rest of the city by way of Claremont Boulevard. This new artery, together with Base Line Road, Indian Hill Boulevard, and Padua Avenue would provide a system of peripheral arteries from which would run a series of local cul-de-sacs and loop streets serving the residential areas themselves. Each of these local streets would carry only limited local traffic and exclude all unrelated through traffic.

The Plan would thus provide a basic framework for the entire area to which each actual residential area would be related by the developer of that area.

In order to permit and encourage a variety of housing types to be developed in the new areas, together with an open space setting for them, the Plan proposes the establishment of a base residential density for the entire undeveloped portion of the planning area. This base density should be related to the density permitted by the current zoning of the area. Based on that base density, once established, the Plan proposes that developers be permitted to build a variety of housing types ranging from single-family houses to townhouses and apartments and even to creative new solutions. These different housing types could be mixed together and interspersed to provide a varied neighborhood. Or, at the option of the developer, whole areas could be built with a single type of housing, as is more typical in the existing areas of the city.

In order to encourage more generous use of open spaces, interspersed among the residential units and linked to the neighborhood park system, and to encourage more creative site planning solutions, the Plan also proposes a system of incentives which permit greater densities of residential development

where generous open space is provided. The increased density is determined by a sliding scale relating the density to the amount of open space provided. In reviewing subdivision plans the city should encourage the arrangement of open space which ties the residential developments to the city park system and the fabric of open space linkages.

The Plan illustrates a network of open space related to the existing and proposed schools. It is recommended that this system of open space be given a precise form and that the equivalent of plan lines be established for it similar to the plan lines for the city's major traffic arteries.

It is essential that standards relating density to open space be developed for all future residential areas (hillside and flatland) and adopted as part of the city's Zoning Code.

## 6. Development of the Claremont Foothills

The development of the foothills of Claremont has been a great concern to the city, particularly since the development of Claraboya when great scars appeared above the city. Fortunately, the landscaping of that development has begun to soften the original open cuts.

In Claremont's desire and effort to remain a unique city, it must find some unique solution to the hillside development to differentiate it from the typical lily pad treatment which is now almost universal in the Los Angeles area.

(See: Appendix 2 - Hillside Development for an analysis of the major factors affecting development of hillsides.)

There are, fortunately, some natural aspects of the hills in Claremont which will help the problem. One is that where development can take place, the foothills themselves are backed up by a much higher range of mountains in the public domain, so that the development areas will always have a high, dramatic backdrop to reduce their apparent scale. Because of the lower elevation of the area subject to development, it can be seen from a substantially smaller segment of the city than can the main range of mountains. The area of development does not form the city's skyline.

Another interesting and helpful feature of the foothills is that the mountain backdrop runs almost due east and west at about



4,000 feet and higher, whereas the developable foothills form a peninsula at about 2,000 feet elevation, running north and south so that only a relatively small part of the developable area is seen from central Claremont where the elevation is about 1,300 feet.

The southern face of this peninsula, ranging from about 1,400 feet to 2,000 feet is the area of most immediate visual impact and is the area of greatest concern to the older areas of Claremont. The face is likewise the one most likely to be developed because of its views to the city and the valley. These observations can be seen clearly from the open fields around the high school.

In considering the criteria for development of the foothills the following assumptions have been made: 1), that there will be no significant public acquisition program which would eliminate the possibility of development; 2), that the city's influence will, therefore, be through regulation only; 3), that at whatever time in the future it may occur, development will take place; 4), that the developer will attempt to create building sites in the most economical manner; 5), that the objective should be to find a means of development which will leave the area in its most natural looking state in the end; and 6), that some hillside communities have been developed which have a character and charm that would be suitable for Claremont.

The basic problem is to project an image of future land use which adds rather than detracts from the city environment and which recognizes immediate pressures as well as long range opportunities.

The foothill area can be divided into four recognizable sub-areas. One is the southern face of the peninsula, Claraboya and the areas to the east and west. The second is the high ridge above it, sometimes called Johnson's Pasture, the third is Padua Hills, and the fourth is Live Oak Canyon.

The Claraboya area is seen prominently from parts of Claremont and Claremont constitutes its foreground view. The primary city objective for this area should be to avoid permanent scars and geometric forms. Although an elaborate planting program is covering many of the open cuts, Claraboya has an unnatural quality with its immense pads and planed banks. Much of the problem has arisen from the transferring of flat land house plans to the hillsides and making the hills conform.

The city should encourage this area to develop as an even texture of buildings on unpadding sites and should adapt its own regulations to help the developers achieve this. When developed in this way the pattern of light at night against the black hills would be an attractive part of the scene in Claremont.

The Johnson's Pasture area is not seen from the older areas of Claremont but has extensive views looking into a wilderness of mountains to the east and west. Here the effort should be to develop a community of contrast between the living areas developed on scattered, carefully selected sites and the vast mountain openness. The area would lend itself to clusters of concentrated development with a continuous fabric of natural open areas. This area would extend from the north-south ridge toward Marshall Canyon Park. Many sites exist in the area where new types of attached clustered units would allow a great number of people to enjoy the most choice views. A scenic drive through the area should be developed which would keep the views open to people driving through. Those who benefit would primarily be people living in the area. It would also be available as a public road. Clusters of development would permit control of the fire problem by keeping immediate surroundings green.

Padua Hills is an emerging foothill community of cultural and scenic relevance to the whole Claremont area. Nestled into the lower reaches of the San Gabriel Mountains, a private plan for Padua Hills projects a low density residential community which preserves the scenic and recreational potential of the foothills so important to the larger Claremont community. In addition, the proposed plan (Hall and Goodhue, 1969) for Padua Hills builds upon the long established cultural tradition of the Padua Hills Theater and projects a village complex of small shops, artists' studios, and modest craft manufacturing reminiscent of early Mexican hill towns in style and scale. The present theme of Mexican folk theater would be expanded to include the other arts and crafts of Mexico and in addition become a regional focus of California tradition in the same fields. The Village Center will be the nucleus of a culturally-oriented community set in the foothills overlooking the valley floor, a place of importance in the larger Claremont community and a place of continuing cultural, scenic and recreational interest for residents and visitors.



The site of Padua Hills is a semi-circular bowl formed by the main body of the mountains on the north and ridge of Johnson's Pasture area on the west. The bowl focuses on the present area of development near the theater. The areas of likely development have an unusual sense of isolation because of the steep hills behind them, and yet look out over the Pomona Valley to the southeast. Padua Hills is penetrated by beautiful wooded canyons which bring fingers of greenery into the projected development, complementing its wilderness background. The area is suitable for low-density development in the form of a radiating group of areas focusing on higher densities in the theater area.

Private development studies which have been made for Padua Hills revealed some natural characteristics of the site which suggested development techniques particularly appropriate to that site, but which would also have application in other parts of the Claremont foothills. These studies indicated that a series of suitable development areas could be created by combining several of the many minor ridges between the major drainage ravines. Each of the development areas would require a substantial volume of earth moving. In short, the general solution of Padua Hills was a conservation-oriented approach in which the end result was the creation of suitable development areas where none existed before, but areas in which the land was left in more natural forms, rather than the typical series of lily pads.

Live Oak Canyon is an area of gently rolling hills lying along the west boundary of the planning area. Although typical of the rolling hills at the base of many mountain ranges, it is unique in Claremont in that all similar such areas which may have existed have been covered over by the rising alluvial fan. Probably because of this very factor the Live Oak Canyon area has already begun to grow in a pattern of low density semi-rural development with large homes and large home sites. Many people in the area maintain horses adding to its rural flavor. This area is bounded on the north by Marshall Canyon Park. This is the one part of the Claremont planning area that would be appropriate for maintaining the low density semi-rural character even when the city has reached its ultimate growth. Because of the gentle terrain the nature of this low density area would be substantially different from the other foothill areas and would be an appropriate residential neighborhood where keeping horses would be permitted.

The Plan recommends that the northern portion of Live Oak Canyon lying north of Summit Road be developed as a low density semi-rural area of the city with a gross density of one acre per unit. A similar kind of clustering should be encouraged here as has been proposed elsewhere in the city. The objective of the major interior open space in this area should be the creation of a linear pattern which would allow people with horses to have both a relatively large open riding area near the center and connections northward to Marshall Canyon Park and southward to the rest of the city's open space network. South of Summit Road the area has already begun to develop with somewhat smaller lots. It is recommended, therefore, that the same general objective be established but at a higher gross density of 15,000 sq. ft. per unit.

It is essential that a special planned-hillside-community ordinance be developed which would modify all city requirements to permit and encourage more sensitive hillside treatment and actually prohibit the creation of building pads on a mass basis. The city should discourage the separate development of small holdings on the hills. It should adopt a low basic density in the neighborhood of one unit per acre or less and apply a slope formula which recognizes the steepness of the slope in relation to density and open space as indicated on Page 12.

The city should encourage the concentration of development including multiple dwellings combined with large areas of permanent open space. It should encourage development techniques which give a natural appearing end result, such as house plans designed for sloping sites, and the use of mass grading where suitable instead of individual padding. It should permit narrower roads on the hillside. Hillside collector roads should not permit individual lot access. The city should permit the reduction or elimination of setbacks in appropriate cases, it should encourage the development of a pedestrian system independent of vehicular circulation, including the use of steps.

Within these broad criteria each development proposal should be individually evaluated.

### Commercial Development

One of the aspects of Claremont which has contributed to its uniqueness and its recognizable character as a residential community has been the relatively small amount of commercial development that



exists in Claremont. The city has very little strip commercial development which characterizes the main thoroughfares of so many communities. This aspect is particularly pronounced on Foothill Boulevard which to the east and west of Claremont is a typical strip commercial highway. When entering the city from either direction one is immediately struck by the change of character of Foothill to a tree-lined, heavily landscaped boulevard. Other commercial areas in Claremont are likewise atypical and reflect the special concerns of the city.

One of the consequences of this lack of commercial development has been that commercial sales have contributed very little to the city's tax revenues. This, together with the large amounts of tax exempt property have meant that the city's fine program of public services have had to be carried primarily by the residential areas of the city. To help rectify this situation the Plan identifies the area of the city which has the most competitive advantages for commercial development and proposes it as a future, freeway-oriented, commercial area.

The Plan proposes that the city use its public powers and its investment in public facilities to work with the owners and developers of the site in creating an optimum commercial project. This would then become the principal future commercial development in Claremont. It would be located at the future new gateway to the city where the future Foothill Freeway crosses the proposed new Claremont Boulevard. The essential and general idea about this commercial center is that it be located in relation to the freeway interchange at Claremont Boulevard and Padua Avenue and that the site be defined and created by the placement of the public street improvements in the area. This proposal requires the collaboration of the city and the private owners and developers of the development. The important decisions of annexation and zoning must be established before public improvements are made so that if agreements cannot be reached a new location can be found while the city is in a position to locate its own public improvements and influence the specific location of the freeway interchange.

#### 1. Principal Shopping Areas

As illustrated on the Plan a retail shopping facility is located in the southwest corner of the interchange where free-flowing right hand turn access can be developed from the freeway directly to the site, as well as direct right hand turn access back onto the freeway by way of Base Line Road. This choice of location is based on the fact that the primary trade area for the center during its important developmental period will be to the west.

It is anticipated that this center will be primarily one of specialty shops, particularly well suited to Claremont and its trade area. Just to the east of the center and constituting the north end of the proposed employment area the Plan proposes the development of a restaurant-motel site and an automotive park plus an area of professional and administrative offices related both to the commercial area and to the employment area further south.

There are three other principal commercial areas proposed in the city. One is the Village, which has historically been the principal shopping-commercial area of the city. It is expected that the Village will continue its development as a shopping and convenience center related to the city and to the colleges and that it generally will retain its Village character. The Village is proposed as the location for the future expansion of the Civic Center and other governmental facilities.

Another commercial area is expected to develop around the intersection of Foothill Boulevard and Indian Hill Boulevard related both to through traffic on Foothill Boulevard and to the specialty shop character anticipated for the development of the old high school site.

The last commercial area of community-wide significance is the commercial area developing around the Indian Hill Boulevard interchange of the San Bernardino Freeway.

These four commercial areas in Claremont will serve the entire city and to some extent a broader regional trade area. None of them is expected to be of the size and character typical of a full regional shopping center such as has been recently developed in Montclair.

## 2. Neighborhood Convenience Centers

In addition to the four principal shopping facilities mentioned above the Plan shows a series of neighborhood convenience centers. The neighborhood convenience center is one which is intended for the daily convenience of people living in a particular area of the city in contrast to one which tries to serve a broader regional market. The Plan shows new neighborhood convenience centers as symbols which are intended to be shown at appropriate convenient locations but not necessarily on a precise site as shown. They should be related to principal traffic arteries at the edge of a residential neigh-



borhood where the traffic generated by them would not enter the residential neighborhoods themselves. The landscaping requirements and signing permitted should reflect the primarily local residential function. These neighborhood convenience centers are usually limited to five acres or less.

### Employment Areas

As part of the proposals to broaden the tax base and employment opportunities in the city, the Plan also identifies the area of the city best suited as an employment area. This is both because of its relation to the rest of the city and to the immediately surrounding area and to the necessary access and regional connections which can be provided. The Plan proposes that all of the area south of the proposed Foothill Freeway and east of the proposed Claremont Boulevard be designated as an employment area. As with the proposed regional shopping area in the same vicinity this area would likewise require the collaboration of the city and the private owners and developers.

The city's contribution would be the development of a handsome access by way of Claremont Boulevard and its connection both to the Foothill Freeway on the north and by way of Mills Avenue to the San Bernardino Freeway on the south. The area would thereby have excellent regional access and connections both to the Los Angeles area and the Pomona Valley. The area is envisioned as a prestigious, heavily landscaped area of administrative offices and non-noxious light manufacturing. This is not proposed as an industrial area as that implies the wrong connotations and the term should be avoided.

The area should have substantial privately landscaped setbacks on the one hand, and heavily landscaped treatment of the boulevard itself by the city, on the other. Development of this area would also require private and public collaboration in promoting the area, taking advantage both of the reputation and character of the city and of the presence of the colleges. With the colleges as a near neighbor, special care should likewise be given to guarding the character of the development.

In addition to this area south of the Foothill Freeway another similar area is proposed as an employment reserve along Padua Avenue to the north. It is anticipated that this area would develop later than the principal area to the south and depend for its development on the success of the original area on the south.

In addition to these two new proposals for employment areas of a special character, the Plan proposes the continuation of the development of the area along the railroad tracks west of Bucknell Avenue as a more typical industrial section of the city.

## V. CIRCULATION

A city circulation system is generally desired to be all things to all people. It must offer direct and expeditious services between any two points in the city and, at the same time, its elements must not impinge upon anyone's view or be too close to his home nor may they be so congested as to impede his progress. Automotive traffic is not the only reason for the circulation system. Such a system must also accommodate other forms of transportation - foot and so-called mass transit. The circulation system provides locations also for utility mains, storm drains, and will in time define and bound neighborhood areas. As with any system, it must be designed as a whole, it must function properly, and (as it affects environment) it must have the capability of accepting aesthetic treatment.

Most of Claremont is developed and most of the traffic pattern is established beyond changing. This has strong disadvantages in the cases of Arrow Highway and Indian Hill Boulevard between Fifth and Foothill. The circulation plan was prepared with all the above considerations of a system in mind and, where possible, changes were made to previous plans to accomplish the desired result of making the circulation system of more beneficial use to the totality of community desires.

Basically the plan attempts to deploy the elements of a circulation system in a logical manner with each element developed and used according to its place in the hierarchy of route classifications.

### 1. Transit Routes

A survey of potential transit routes through the city discloses only a qualified demand and that is in the older portions of the city. It is likely that the general growth will justify further expansion of the Southern California Rapid Transit District to provide more frequent service on a selection of routes. Although the District has no immediate changes in mind, implementation of the circulation plan should cause buses to be routed into the downtown business district by way of Claremont Boulevard and First Street thus aiding a disadvantaged portion of the city. Additional service can be expected in time and it will be likely to use Foothill Boulevard and enter the downtown area by College Avenue or Indian Hill Boulevard.

A strictly local transit system is not feasible at this time; however, technology can be expected to produce within the life of this plan an electrically powered minibus guided by a



wire buried in the streets and requiring human assistance only to command starts and stops. By its nature this could not compete with the directness of the privately owned automobile, and its style of operation is better suited to the leisurely pace of local streets. It would be an anachronism in the auto-oriented society of Claremont but it possibly represents the best chance for a local transit system barring a city-subsidized bus operation. No implementation of a local transit system is proposed at this time, however the proposed circulation plan and its standards of development are capable of accommodating a local transit system.

Regional rapid transit is proposed for some undefined time in the future to be by rail and to be directed along the most dense regional traffic corridors. No definitive plans have been made for the Claremont region but all indications are that the route will pass through Pomona. At that time the buses will become feeder services to a rail station in Pomona rather than continue their present routings to Los Angeles by the San Bernardino Freeway. A significant number of auto trips now using the same freeway can be expected to divert to whatever parking facilities may be provided by the rapid transit. This is not expected to have any significant effect upon the circulation plan of Claremont.

The Foothill Freeway is really a form of regional rapid transit and is well removed from the proposed rail rapid transit. As such it offers a possibility that should not be overlooked. The modern bus on the modern freeway is a powerful transit combination whose value is not yet fully realized. It is very likely that the Rapid Transit District will operate a service along the Foothill Freeway which service should be recognized in planning the commercial precinct adjacent to Base Line Road and Foothill Freeway. A freeway bus stop can be included in the interchange design at the city's request. This would be a valuable adjunct to the commercial area which should be arranged to take advantage of the circumstance.

## 2. Street Classification

The classifications used in this report are based upon a concept developed by the Automotive Safety Foundation in 1967 using the proportion of through traffic as the distinction between classifications. The concept is that most streets and highways have a predominant purpose - either to provide the motorist with access to abutting land or to allow him movement through an area - and that purpose is the usual criterion for assignment of street improvement funds. Traffic that gains

access to abutting land is termed "local", whereas all other traffic is termed "through".

Freeways are designed for the rapid movement of large volumes of through traffic, direct access is prohibited, and there are no intersections at grade, traffic signals, stop signs, pedestrians, or parking to hinder movement. Opposing traffic streams are separated by a dividing strip. Design and construction are State responsibilities although the city, through negotiated freeway agreements, has the right to determine the locations of street connections, the treatment of other streets affected, and the general appearance of the freeway. This study honors the existing freeway agreements (San Bernadino and Foothill) concerning the city.

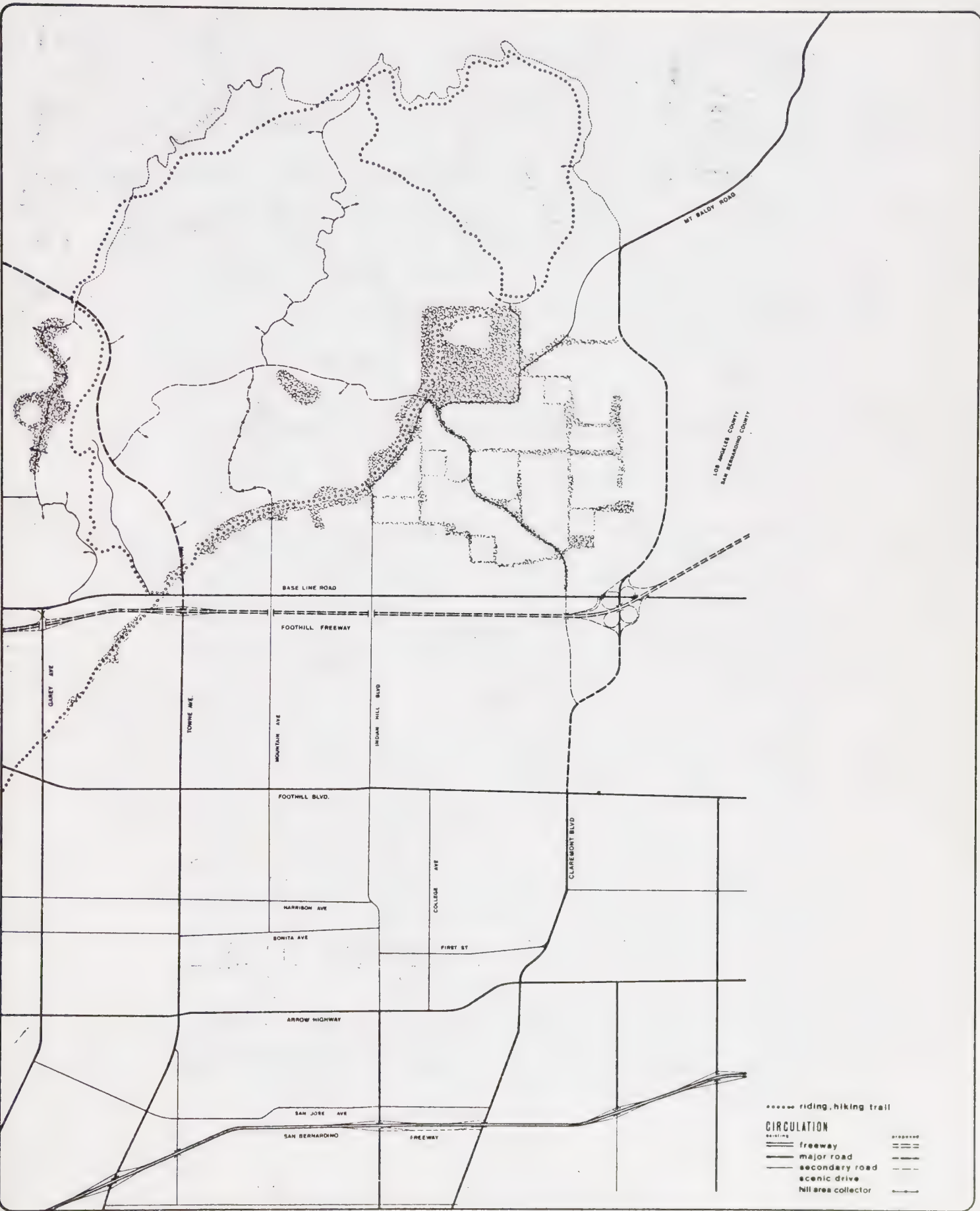
Majors connect to freeway interchanges and serve as the prime carriers of large volumes of city street traffic. They are generally of four lanes with a central divider and left turn storage facilities. Majors may provide direct access to business, industrial, or residential buildings but with the priority of street use always given to traffic movement. In new residential areas, streets designated as majors should not permit direct access to abutting properties. The majors should respect the functional units of a city, always lying between those units and not cutting through them. A loop system of major streets is proposed to encircle the major units of Claremont.

Collector streets connect the residential, commercial, and industrial neighborhoods to the major streets. Sizes vary, from a two-lane roadway to four lanes with a central divider and left turn storage facilities, depending upon the degree of safety and convenience desired. They serve a dual purpose by providing a means for minor amounts of through movement within a limited area and giving direct access to abutting land. They are located so as not to attract large volumes of through traffic or disrupt the neighborhoods they serve. Indian Hill Boulevard, north or Arrow Highway has been downgraded by this study to a collector road.

Local streets are primarily designed to provide direct access to abutting land. They are usually short to afford maximum safety but they may carry heavy traffic if they are important commercial streets. They are usually two-lane roadways but may, for aesthetics or safety, include central dividers. Local streets are not shown on the circulation plan.

When the Plan is accepted, a more detailed and definitive discussion of the individual streets will be prepared.





## VI. PUBLIC BUILDINGS AND FACILITIES

### Civic Center

A civic center is the symbol of local government. As such the civic center belongs at the focus of the community, at the city's most important gathering place, if it is to contribute to a binding sense of community. Historically, in the towns of Europe, the town hall was given the city's most prominent location on the main town square, and the city's business area grew up around it. Such a relationship of the Village business area and the existing Civic Center is apparent, with the location of the colleges also contributing.

A new Civic Center should also be located so that it can be integrated with the Village and the colleges and at the same time have a prominent relation to the town as a whole.

The site which can accomplish this is an expansion of the present site into the adjacent easterly blocks. This site has a triangular relationship with the Village and the colleges, with direct access to the Village along a promenade on Second Street. A handsome tree-lined mall along Harvard can tie into the link between the colleges and the business area along Bonita.

The Civic Center should be developed so that each of its key components can be recognized and made to contribute most to the town center concept of an integrated commercial, civic, and cultural center. The key components are the Council Chamber, the administrative offices, the library, and possibly an art gallery or museum.

### Police Facilities

New police facilities should be located in the Village area but with optimum vehicular access and security provisions.

### Fire Facilities

The two existing fire stations are generally well located to serve the developed sections of the city. A new headquarters fire station should be centrally located but outside of the Village in order to have optimum fire equipment dispatched.



The plan recognizes the existence of two County fire stations in the northern areas. These are primarily for the protection of the watershed areas. As the undeveloped portions of the northern areas become more heavily populated, it will be necessary to provide two additional stations. A station located in the northeast would provide coverage for the Padua Hills and general area. Another station should be located in the western portion of Johnson's Pasture to cover the northwest area.

To avoid duplication and to provide maximum fire protection, City, County, and Federal agencies should cooperate whenever feasible.

#### City Yard

The present site of the City Yard should be expanded in order to enlarge these facilities as growth demands.

#### Refuse Disposal

The city presently disposes of its solid wastes at the landfill which is operated by the County Sanitation District. This landfill is some nine miles distant.

A study has been made of the feasibility of establishing a landfill site in the Claremont area to reduce the cost of disposing of refuse and to make a long-range plan for this necessary facility. Two sites were studied.

Major considerations for a site should be whether both the fill site and the access route can be adequately screened from present and future residential development. A primary objection to such operations is the concentration of refuse trucks using the site.

Landfills not only provide disposal of refuse but also create new land configurations for new uses, especially recreation and open space. Study and planning for re-use of any potential landfill site should be coordinated with the feasibility studies.

While new methods for disposal may be developed in the future, the city should pursue study of a landfill in the area immediately. Cooperative approaches with other governmental agencies should be considered.

## Hospital

A hospital is a community-wide service and needs quick and easy accessibility. If one is to be located in the city it should have a good relation to major access routes and a central geographic position in relation to the area it is serving. It should also be anticipated that a certain number of medical offices will tend to locate near the hospital. A hospital site should be chosen which would allow for the peripheral offices.

A possible site might be along Claremont Boulevard just outside the area proposed for commercial uses near the proposed Foothill Freeway. Such a site should not fragment the future residential area nor pre-empt land needed for the commercial center.

## Schools

Schools are probably the principal essential public facilities in the community and constitute a significant demand for land. School locations are closely related to residential development. Since the provision of schools and school services is primarily the responsibility of the school district rather than the city, school locations are usually shown in a General Plan in diagrammatic locations indicating rather a level of need as indicated by the distributions of the population to be served, rather than a precise location. In this case, however, the intention is to link the school sites to the fabric of open space in the new areas of the city. The Plan has, therefore, used the location of existing schools and the location of school sites for which the sites have been acquired together with some recommended specific locations for the projected number of additional schools needed, and has linked all these together in the proposed open space network.

Elsewhere in the Plan symbols are used for new schools which are intended only to show general locations where the expected population indicates a future school demand.

Elementary schools should be located close to where children live. In the established areas of Claremont this criteria has already been used in the past and schools are so located. In the new areas the schools are not only at appropriate walking distances but could be reached from all the residential areas through the proposed open space fabric. In this new area the elementary schools are located in the centers of neighborhoods and in conjunction with the neighborhood park system. The appropriate size for an elementary school within the Claremont Unified School District is 600 to 800 students,



requiring a ten-acre site. Residential areas usually have one elementary school pupil for each two houses. New elementary school sites have been related to a neighborhood or community park located near the site.

Intermediate schools are not as dependent on neighborhood traffic characteristics and generally serve a larger residential area. Intermediate schools range from 800 to 1,000 students per school. They require a fifteen to twenty-acre site. There are usually one and one-half intermediate students for each five houses. The new intermediate school sites shown on the Plan are located with access from the peripheral traffic arteries.

High schools serve several residential areas and can be located on non-commercial arterial streets. High schools should have approximately 2,000 to 2,500 students, requiring a 40-acre site. There is usually one high school student for each five households. Claremont is expected to need one high school in addition to its present school on Indian Hill Boulevard. The school district has already acquired a 40-acre site in the new residential area. The major traffic artery serving the area was placed so as to relate to and serve the high school.

A new continuation school is also planned. It should be near the population center and have good access. A potential location for this school is indicated by a symbol on the map in the general vicinity of Base Line Road.

The General Plan shows the following need for schools. Precise locations or general indications are shown on the map.

|                          | <u>EXISTING</u> | <u>NEW</u> |
|--------------------------|-----------------|------------|
| Elementary               | 8               | 11         |
| Intermediate             | 2               | 2          |
| High School              | 1               | 1          |
| Continuation High School | 1               | 0          |

Public Utilities (future)

## VII. PARKS, RECREATION AND OPEN SPACE

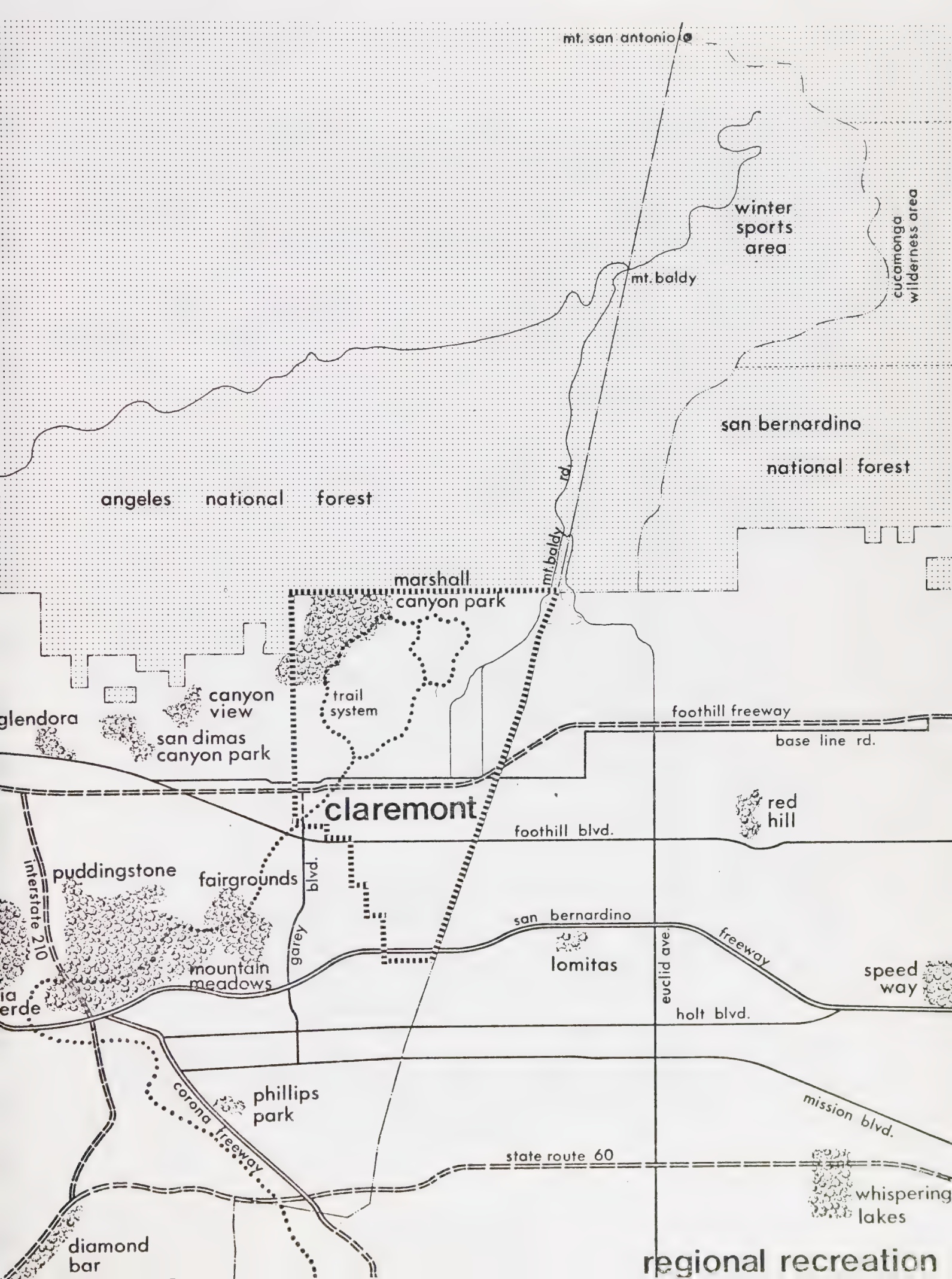
Claremont has through the years developed a system of parks serving each of its many residential neighborhoods. These parks not only serve the recreation needs of the city through an impressive program of the city's recreation department but contribute substantially to the visual image of the city. Complementing the system of city parks, the city has also developed a program of street tree planting with special emphasis on the major traffic arteries of the city. This system has been so well done that they form, in effect, long linear parks surrounding and crisscrossing the city. These, likewise, make an important contribution to the objective of a distinctive and attractive image of the city and can be considered a substantial investment in the cultural and actual real estate values.

The city, on the other hand, has no major regional park within its boundaries. There is, however, the major Marshall Canyon County Park in the hills to the north, within the city's planning area. The city is also bounded on the north by the national forest which contains the Mount Baldy recreation area. From the standpoint of open space, the extensive land holdings of the Pomona Valley Protective Association along the eastern boundary of the city and around the Thompson Creek Dam make an important contribution to the preservation of the natural aspects of the city and to the sense of separation from other communities. Ways should be sought to take full advantage of this open space through visual contact even though the area cannot be used for active recreation purposes.

The colleges also provide a very handsome heavily landscaped area in the city which forms a broad park fabric of sorts, through which residents can walk.

Wherever these three principal types of open areas -- the parks, the Protective Association open land, and the colleges -- are in contact either with public roads or with pedestrian walkways, they become important scenic and landscape features of the city. Examples are the effect of the landscaping of the colleges on Foothill Boulevard at the present time and the future importance of the landscaping in the colleges along Claremont Boulevard. The open Protective Association land will be seen from the Foothill Freeway at the eastern entrance to the city with Mount Baldy in the background. Measures should be taken to protect this future view. The Plan shows public roads and public walkways along and through the landscaped areas wherever possible.





mt. san antonio

winter  
sports  
area

mt. baldy

cucamonga  
wilderness area

san bernardino

national forest

angeles national forest

marshall  
canyon park

trail  
system

glendora

canyon  
view  
san dimas  
canyon park

foothill freeway

base line rd.

claremont

foothill blvd.

red  
hill

san bernardino

lomas

speed  
way

interstate 210

puddingstone

fairgrounds

mountain  
meadows

phillips  
park

corona freeway

diamond  
bar

state route 60

mission blvd.

whispering  
lakes

regional recreation

The principal general proposal of the Plan is to develop a network of linkages connecting wherever possible the various open spaces and parks. In this way the parks and open spaces are not only made more usable through their interconnections but they serve as the principal form-giving element of the Plan defining the various parts of the city into recognizable and identifiable areas.

The Plan has five principal, more detailed proposals relating to existing areas, new residential areas, the base of the foothills along Thompson Creek, the hill area, the landscaped major roads and scenic drives.

## 1. Existing Areas

In the existing areas of the city, the Plan proposes to create or designate a series of routes which will interconnect all of the residential neighborhoods, their parks and school sites. This will become an attractive route along which people can walk or ride bicycles throughout the city. In some cases, this would be through or along the edge of a park or school site. In some cases, important new segments of the route can be created and, in other cases, a particularly attractive residential street can be designated. Along this system some identifiable species of trees could become the unifying and identifying elements. Such a system could also be developed to penetrate the Claremont Colleges, linking them to the rest of the city. In a few cases some streets would be susceptible to closure to create the pedestrian system. Yale Avenue in Old Claremont linking Memorial Park to the Village would be an example.

## 2. Landscaped Major Roads and Scenic Drives

The city currently has a program of landscaping and street tree treatment of major roads. That program will play an important role in the objective of this plan to maintain the uniqueness of Claremont. These streets can be considered as linear parks oriented to the street and the automobile. That street tree planting program was, however, based on the circulation plan which is now being superseded by this new General Plan. The program should therefore be re-evaluated so that it will reinforce the objectives of this new Plan. The network of linear street parks, in being developed under that program, is a complementing counterpart to the system of pedestrian ways proposed in this Plan.



This new Plan proposes one addition to that plan in the form of a system of scenic drives in the foothills. These drives would be of two kinds; the first would be neighborhood access roads into the foothills which also serve as the basic circulation system for the foothills (primarily the roads connecting from the proposed Towne Avenue extension up behind Claraboya and back down Gale Canyon and through the new residential area connecting finally to Claremont Boulevard). The Plan proposes that this entire route not only be the major circulation route for that area but develop as a scenic drive. The section in the foothills would develop its scenic character primarily by its being a non-access road and having an open view into the open space preserves spoken of in the section entitled "Development of the Claremont Foothills". In the level portion of the road at the base of the hills running diagonally through the new residential areas of the city, it is proposed that this become a parkway both because it would not provide access to individual homesites and because of the extension of the open space system proposed through the subdivision process. Varying width setbacks would develop this primary road as a meandering linear park.

The road serving the Johnson's Pasture area should likewise be a scenic drive without direct access to the homesites. Above Johnson's Pasture the road would still have a scenic character even though providing access to individual houses because of the lower density in that area.

A second nature or scenic drive is proposed on a long-term basis to be the road which runs through Marshall Canyon Park up to the high ridges through Padua Hills and back down to Claremont Blvd. Much of the length of this road is currently a fire road and until the fire problems related to public access in the area can be solved, public access cannot be permitted. On a long term basis, however, the city should look toward the time when this can become a public scenic drive providing spectacular views not only of the hills themselves but of the city and the distant valley.

### 3. New Residential Areas

The Plan proposes a major development of open space within the new residential area as the basic design element and unifying element of the entire residential area north of Base Line Road and east of Indian Hill.

#### 4. The Base of the Foothills

One of the original objectives of the planning program was to study the feasibility of creating a system of riding and hiking trails extending as far as possible into the existing built-up areas of the city. The obvious backbone for such a system is in an area of the city which is probably the one most distinctive natural aspect of the whole community. That area is where the extreme flatness of the alluvial fan spreading out from San Antonio Canyon has met the base of the foothills with their abrupt rise. That junction runs in an irregular but generally diagonal line from the southwest to northeast across the northern section of the city, from Live Oak Canyon to San Antonio Canyon. It is a beautiful area comprised of steep bluffs with numerous little canyon inlets. It would form an ideal linear park system for the city and set off a feature of the city which could otherwise easily be obliterated and hidden by development.

This is the same route that had for many years been proposed as a traffic artery, as an extension of Mount Baldy Road. One of the important recommendations of the circulation system is to abandon that proposed connection. It should instead be converted into the linear park. The linear park is shown as continuing southward along Thompson Creek to connect with a related region-wide linear park system crossing the Pomona Valley.

The Plan recommends the development of this linear park system through a combination of linking bits of rights-of-way, use of the Thompson Creek flood control channel, open space dedications through the subdivision process, and, where necessary, purchase by the city. The objectives of this system should be to include all of the area north of Thompson Creek to the base of the hills, including the steep faces of the hills themselves and all of the numerous little canyon inlets. This linear park, in turn, is shown on the Plan to link to a system of connections tying together the parks in the existing areas of the city, the fabric of open space proposed for the new residential areas and to a system of open spaces through the hills, as well as linkages to the two major Protective Association properties.



## 5. The Hill Area

The section on the Development of the Claremont Foothills recommends that they be developed on a cluster concept which permanently preserves large areas of open space. The open space proposals for the hill area should be thought of primarily as visual open spaces rather than usable recreation spaces. It is possible, however, to complete the linear park concept through the hills by a linkage of the city's network concept to Marshall Canyon Park, through the Live Oak area on the west and through Cobal Canyon on the east.

A regional wilderness park is proposed for the foothill area as indicated by a symbol on the map. The exact location is not specified and is to be determined at a later time.

(See: Appendix 3 - Federal Open Space Grants)

VIII. HOUSING (future)



## IX. URBAN DESIGN

Urban design deals with those physical elements of the city perceived as one moves about it: its orientation, its focal points, its boundaries, its vistas, and its sense of place. It speaks to what one sees and experiences as he moves along a street, rather than how many cars the street carries. Good urban design provides strong and pleasant personal awareness of where one is and helps him enjoy a city by giving a sense of delight at just being there.

Claremonters have strongly supported urban design efforts. The city's impressive street landscaping program makes a person aware he has entered the community of Claremont, as distinct from the surrounding metropolitan area.

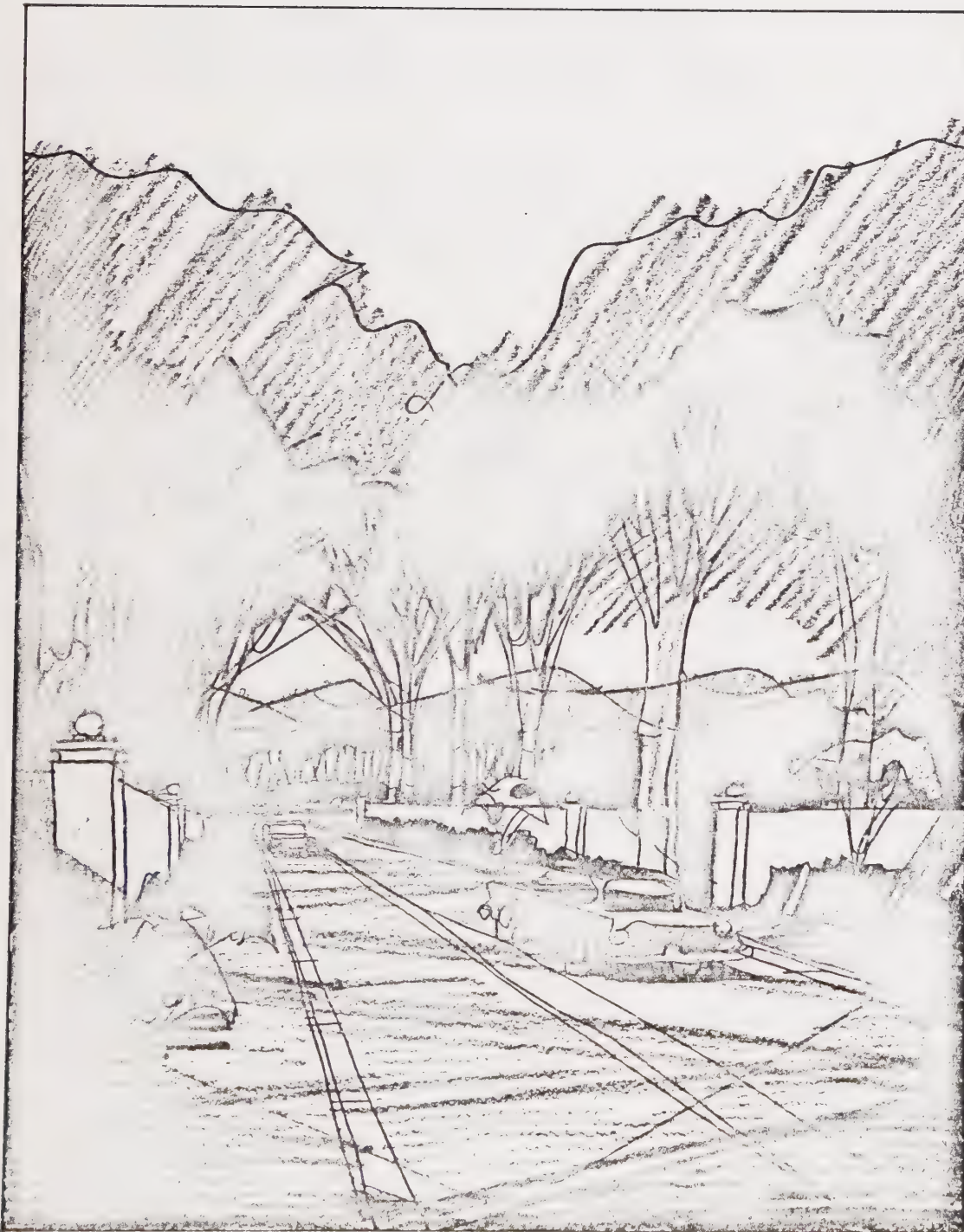
Urban design is reflected throughout the General Plan. This section reinforces this element by pointing out opportunities to develop positively and assuring opportunities will not be lost through oversight.

### 1. Natural Features

Claremont's outstanding feature is its mountain backdrop, rising abruptly several thousand feet above the city. The city lies on the outer edge of an alluvial fan which flows into the lower foothills. This area should be dramatized by a linear park at the base of the hills along the flood control channel. The area between the channel and the foothills should be kept free of houses obscuring this feature of interest. The bluffs just above the channel should be kept as a natural greenbelt.

The city should maximize opportunities to focus roads and open spaces on the mountains to obtain an extended, or even a fleeting, glimpse of the peaks. An example is the view of the mountains from Indian Hill Boulevard at points north of Foothill Boulevard. Street trees should be selected to reflect the need to maintain open vistas where desired. Road design and tree programs in developing areas should evolve along these lines. Claremont Boulevard, when it is extended north from Foothill Boulevard, provides such an opportunity, as well as other major new roads to be developed north of Base Line Road.

Because there are no major natural features, other than the mountain backdrop, Claremont depends on man-made or planted



#### SUBDIVISION WALLS

Subdivision walls should be designed as a part of the street, rather than as the backside of the subdivision. They should be handsome backdrops for street landscaping, like garden walls.





#### VIEW CORRIDORS

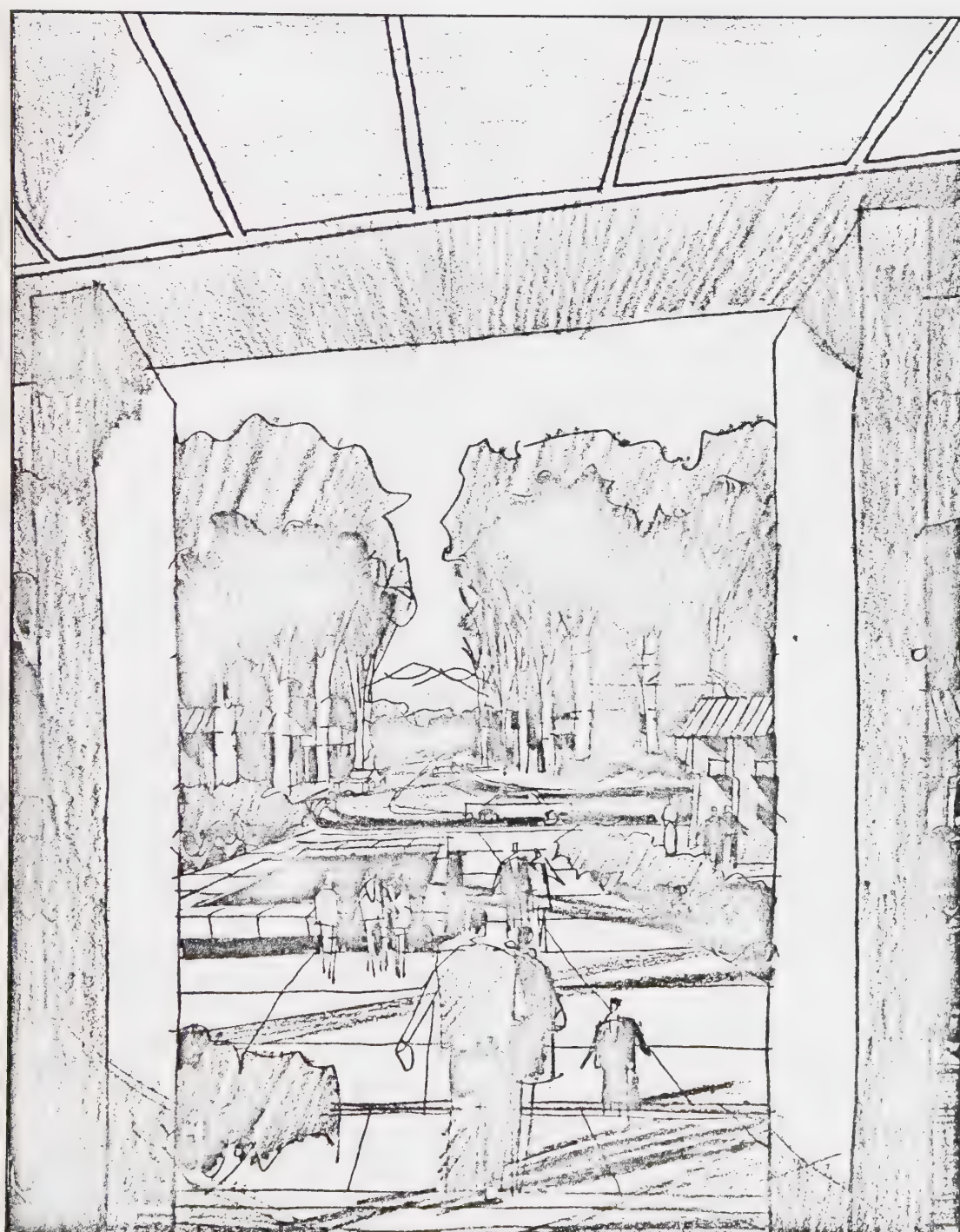
What happens at a bend in the road should be considered carefully because a person's attention is focused at that point and what is beyond as he approaches the curve.



#### CITY FOCAL POINTS

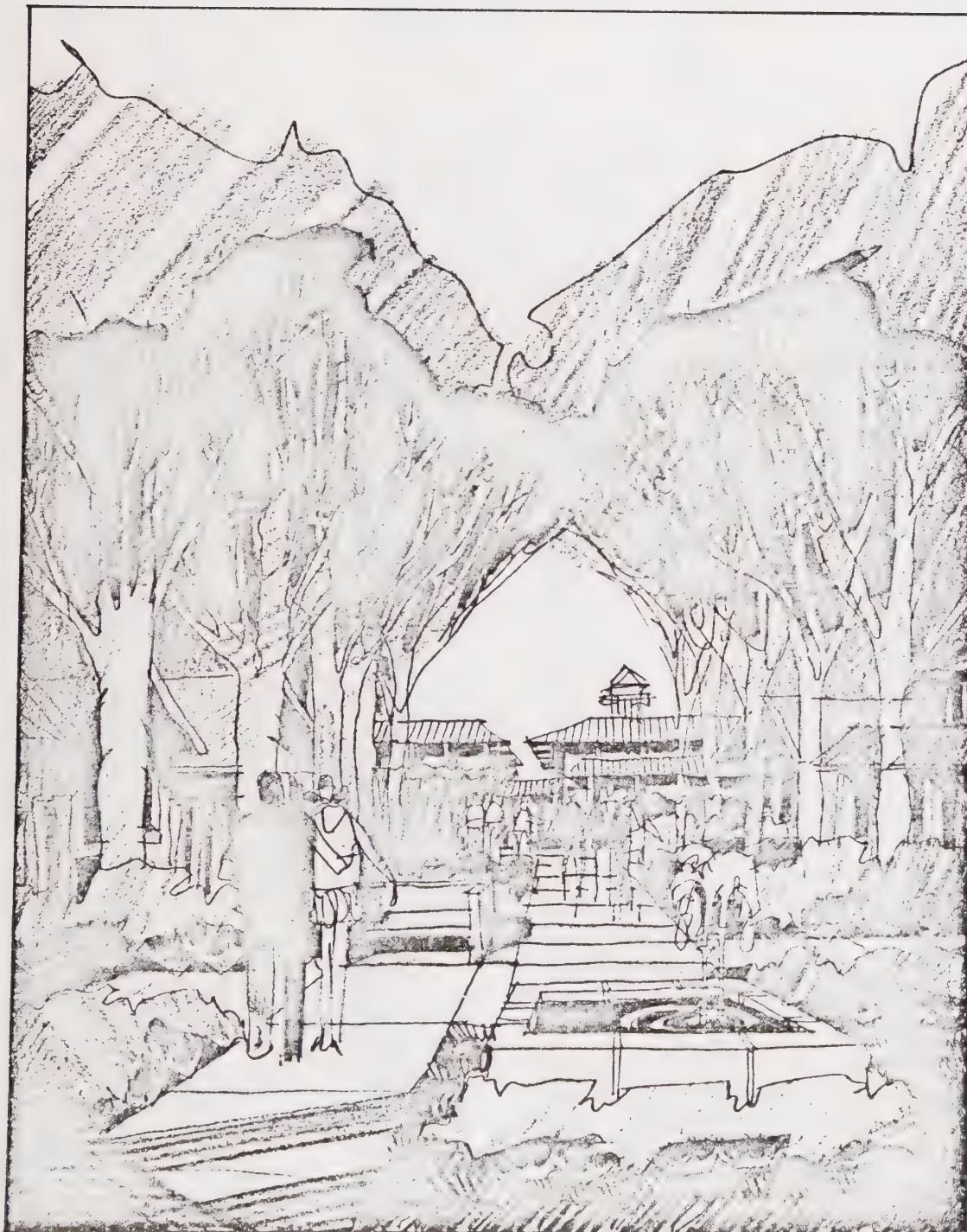
Important buildings, like the city council chambers, for example, should be placed at the ends of important streets or pedestrian ways.





#### NATURAL FEATURES

Opportunities should be sought to focus roads and open spaces on the mountains to increase the occasions for Claremonters to get an extended or even fleeting glimpse of the peaks.



#### URBAN TRAILS

In some cases a street could be closed to form a long, narrow linear park.





Mallows Park offers the opportunity of a strong focal point like a fountain in line of vision of the traffic on Indian Hill Boulevard.

focal points. The city is dependent, therefore, on urban design for its physical character. The following are ways in which Claremont can develop its needed urban design.

## 2. City Marking and Design System

### a. City Entrances and Major Streets

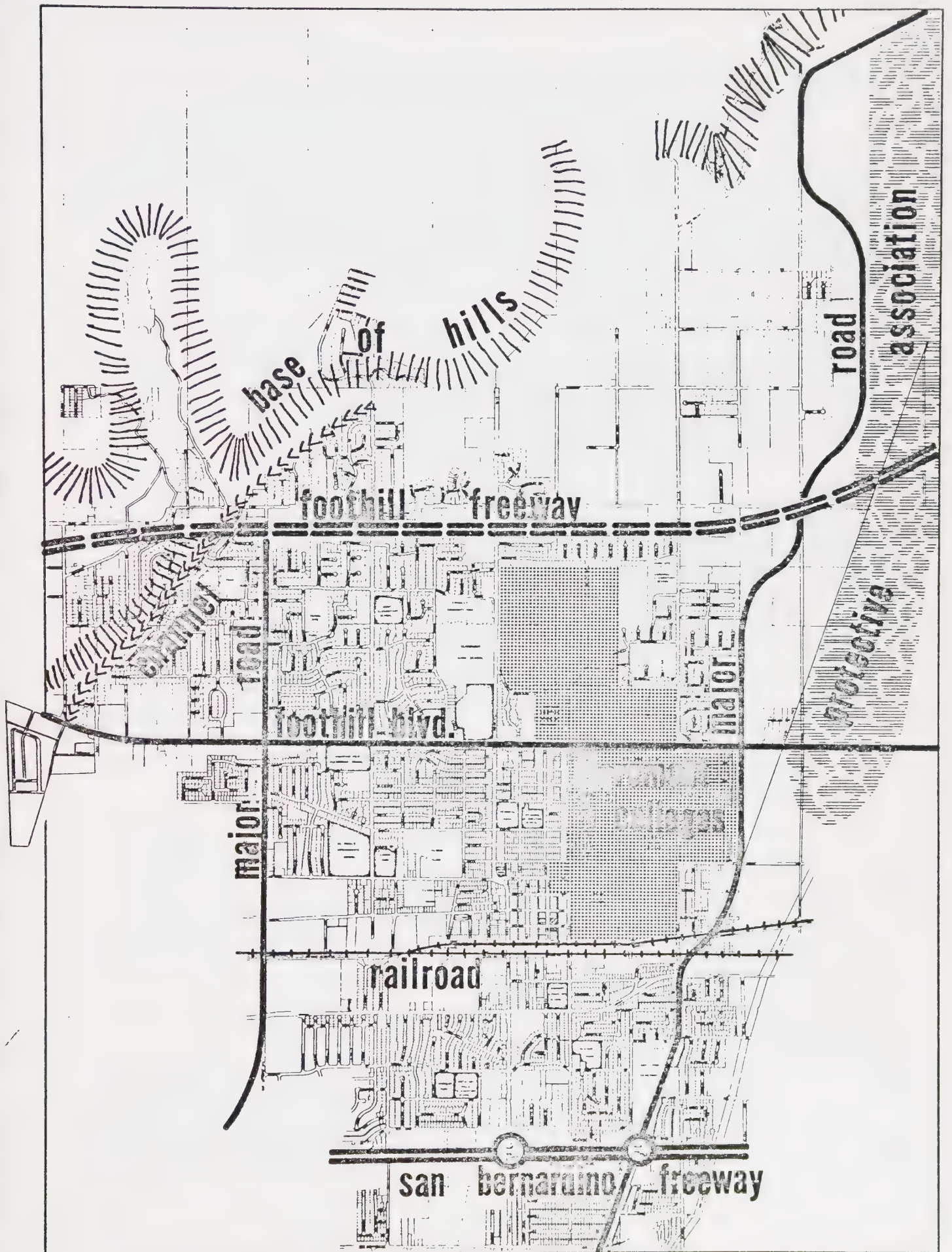
To remain a separate, distinctive community, Claremont should mark its boundaries. Physical separation exists only on the northern and eastern sides of the city: to the north lie the mountains and to the east are the open lands of the Protective Association and the gravel company. On the southeast, the south, and west, Claremont fuses with neighboring cities and must depend on some design element, a marker or landscaping treatment, in order to maintain its image as a distinctive community. The city should extend its system of entrance markers to all entryways. The markers should differentiate major and minor entries, but they should have some recognizable element in common. They should be at the first point of entry, such as the freeway off-ramps.

These markers would be superficial without the city's program of street planting on principal streets and control of land use along its arteries. A striking sign of Claremonters' concern is the contrast between the miles of strip commercial development along Foothill Boulevard east and west of the city and the handsomely landscaped, tree-lined portion of the boulevard where it passes through Claremont.

### b. Residential Neighborhoods

The substructure of the city is not fixed but tends to be created by major roads and freeways, railroad tracks, major land developments, elementary schools, the colleges and terrain. Whenever the residents of an area, such as Historical Claremont, indicate interest in a neighborhood identification plan, the city should encourage and support such efforts. A neighborhood committee could select a distinctive street lighting system and/or a flowering street tree or shrub, possibly in conjunction with a pylon or wall structure at neighborhood entrances.





physical elements dividing the city

### c. Commercial Centers

In commercial areas, good design elements which enhance store frontages, pedestrian linkages and parking lots should be encouraged. Design features such as distinctive signing and street lighting, building setbacks, street furniture and landscaping, can create a pleasant environment for shoppers and enhance the community.

## 3. City Focal Points

A city has both visual and functional focal points. American cities have not often made adequate use of functional uses as visual focuses. Consequently, many potential design features of the city are lost. Important buildings should be placed at the ends of significant streets, at bends in streets, or at the ends of major pedestrian ways. This Plan proposes that the city council chambers, symbol of the community, stand at the focus of four important vehicular and pedestrian axes: at the intersection of Harvard Avenue and Second Street, which would be made pedestrian ways. Many important semi-public buildings, where possible, should be made strong visual focal points. The Claremont Colleges exemplify this.

In the proposed new residential and commercial areas, several major points of focus have been created by carefully placed bends in the street. The proposed new commercial area will be the visual focus of both Claremont Boulevard and the two directions of the future freeway.

The principal functional nodal points in the city are: the Village, the proposed new commercial center, and the colleges. These should be given visual focus and any new street closures should include some focal point, such as a fountain or campanile. Secondary nodal points are: the old High School complex, the Cahuilla Park area, and the San Bernardino Freeway at Indian Hill.

## 4. Urban Trails

Claremont's level terrain, abundant tree growth, many fine residential neighborhoods and the network of small, disconnected parks suggest the possibility of developing an attractive system of pedestrian scenic walks and bicycle trails in parts



of the city, complementing the pedestrian linkage proposed for future residential areas north of Base Line Road.

The system of trails shown on the accompanying map has been designed to display many of the fine features of the city. It links all the city's parks and most of the Claremont schools. The trails could pass freely through the parks and along the edge of school sites. Several mid-block, public walks in the city have been tied into the trail system.

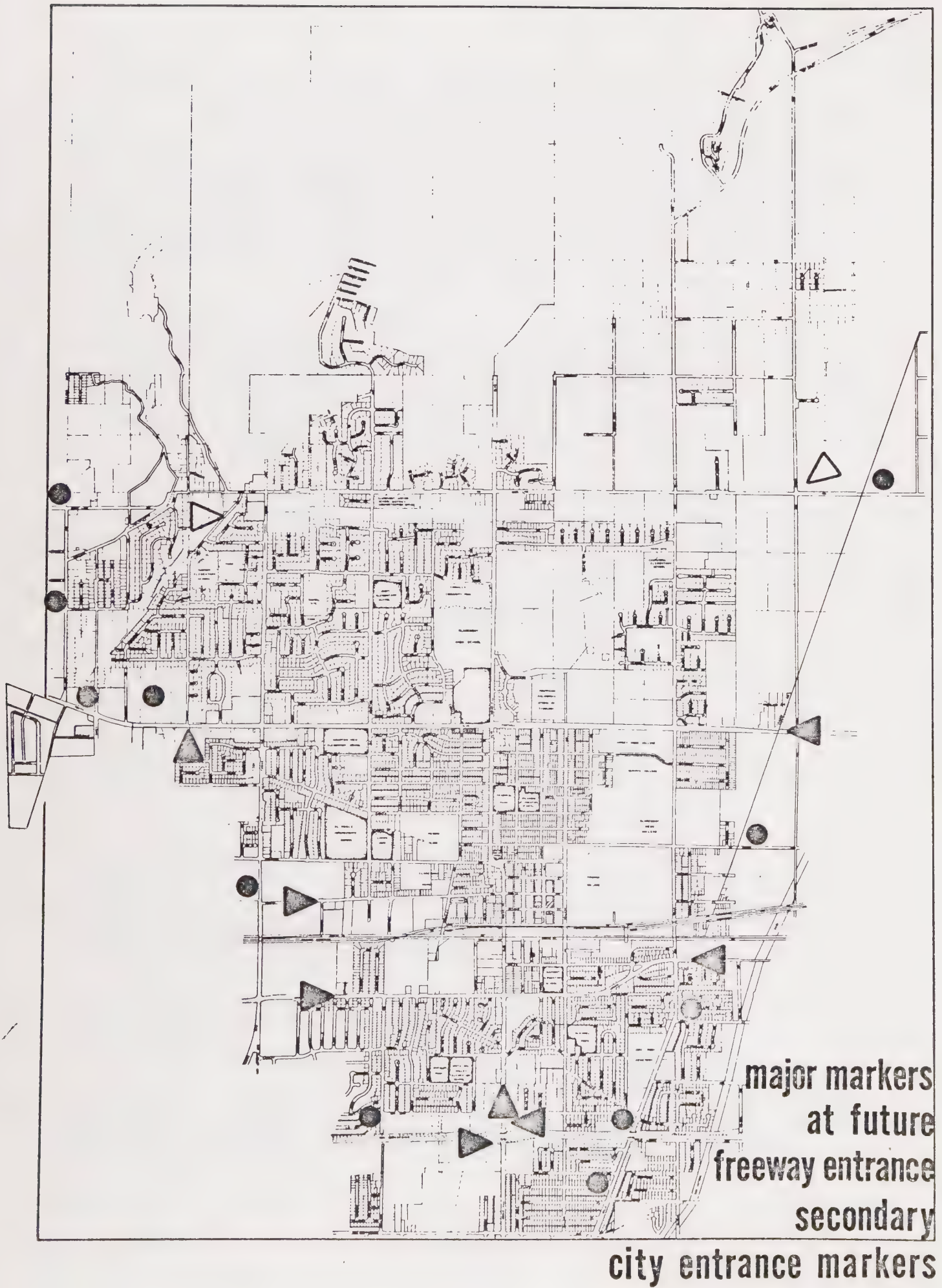
Though it may be unrealistic to hope for the acquisition of rear or side yard trail easements in developed neighborhoods, in some instances the missing links could be provided at or near these points through cooperation of interested property owners. This might occur after the network has developed as an attractive feature of the city and neighborhood.

Semi-public and institutional properties are included in the pedestrian trail system. These institutions are a major component of the attractiveness of Claremont and are usually open to public access. Where desirable, gates could be installed to confine the use of trails to daylight hours. The principal institutional example, of course, is the Claremont Colleges, which are so handsome a section of the city that any system of walks or drives would have to include them. A private corporation, Woodland Trails, Inc., in cooperation with the Claremont Colleges, has developed a system of "Woodland Trails" displaying the extensive collection of native and exotic trees found on the campuses and nearby area. "Urban Trails" through neighborhoods would be an appropriate extension of the "Woodland Trails".

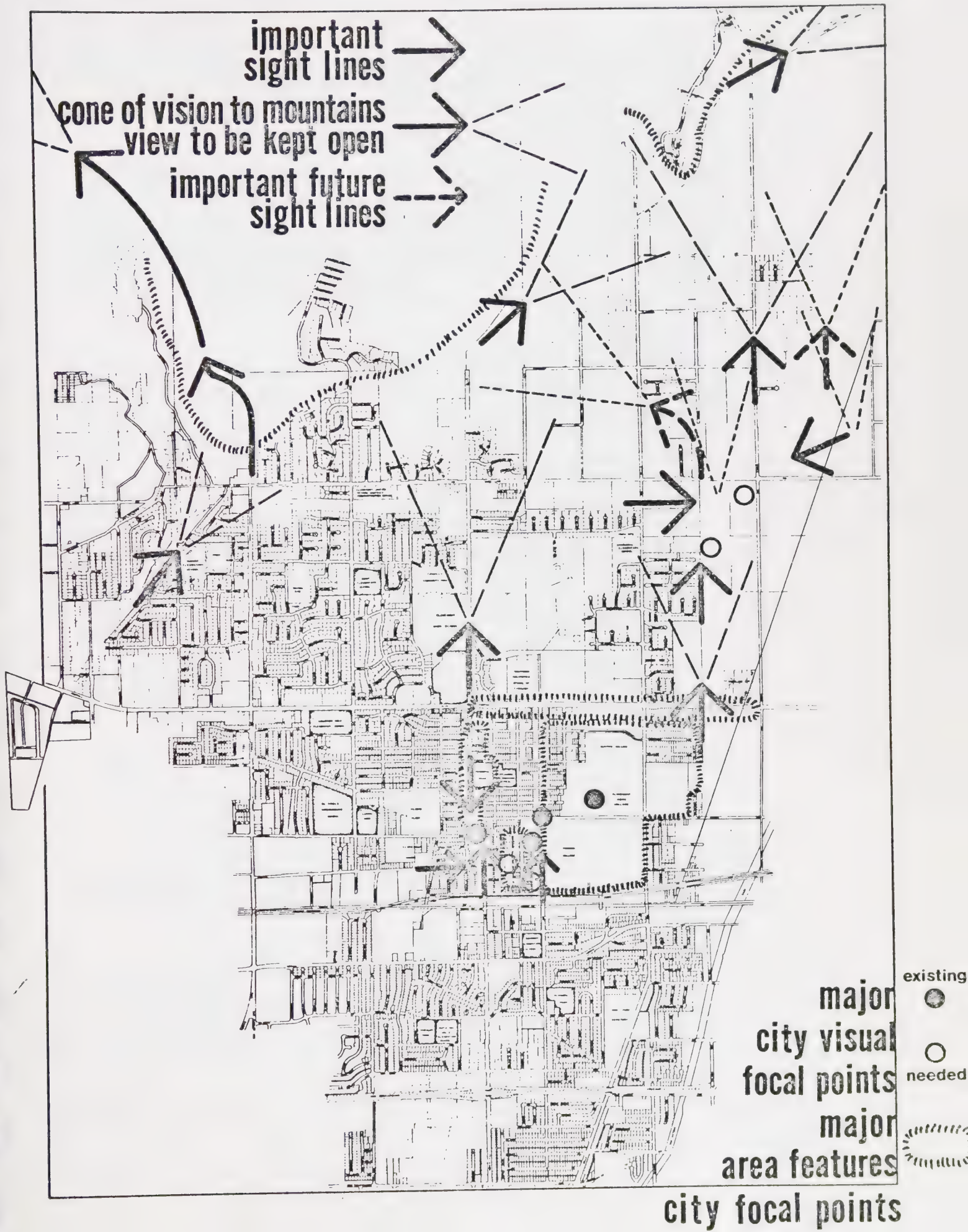
For the most part, the urban trails run along existing streets. Those shown were selected partly on the basis of a convenient linkage between city parks, but also to display the neighborhoods through which they pass. The trails should go through the most handsome and pleasant streets in the neighborhood.

In a few instances the pedestrian route crosses undeveloped sites. The intention here would be to incorporate trails in the development plans for those properties when reviewed by the Planning Commission.

A planting program to increase the attractiveness of the trails could be undertaken where utility wires are underground. The







Village study plan for old Claremont suggested the closing of part of Yale Avenue. Thus the street would become a long, narrow linear park connecting Memorial Park to the Village and serving the function of a primary walkway.

The suggested system of urban trails was laid out to provide routes through the city in the form of a number of interlocking routes and help a person find his way. One could go one way and return another and select long or short routes. If developed handsomely, the pedestrian trails should be viewed as an asset to one's street and a source of neighborhood pride.

#### 5. Scenic Loop Drives

A scenic loop drive should complement pedestrian trails developed in the city. The suggested route is a loop drive starting at the San Bernardino Freeway. Along the route lie some of the city's most handsome streets, the colleges, the city's park system, the civic center, the Village, Padua Hills, and many of the community's interesting design features. The northern part of the drive could be modified as that area develops. The loop drive would coincide with the pedestrian trails in a few places.

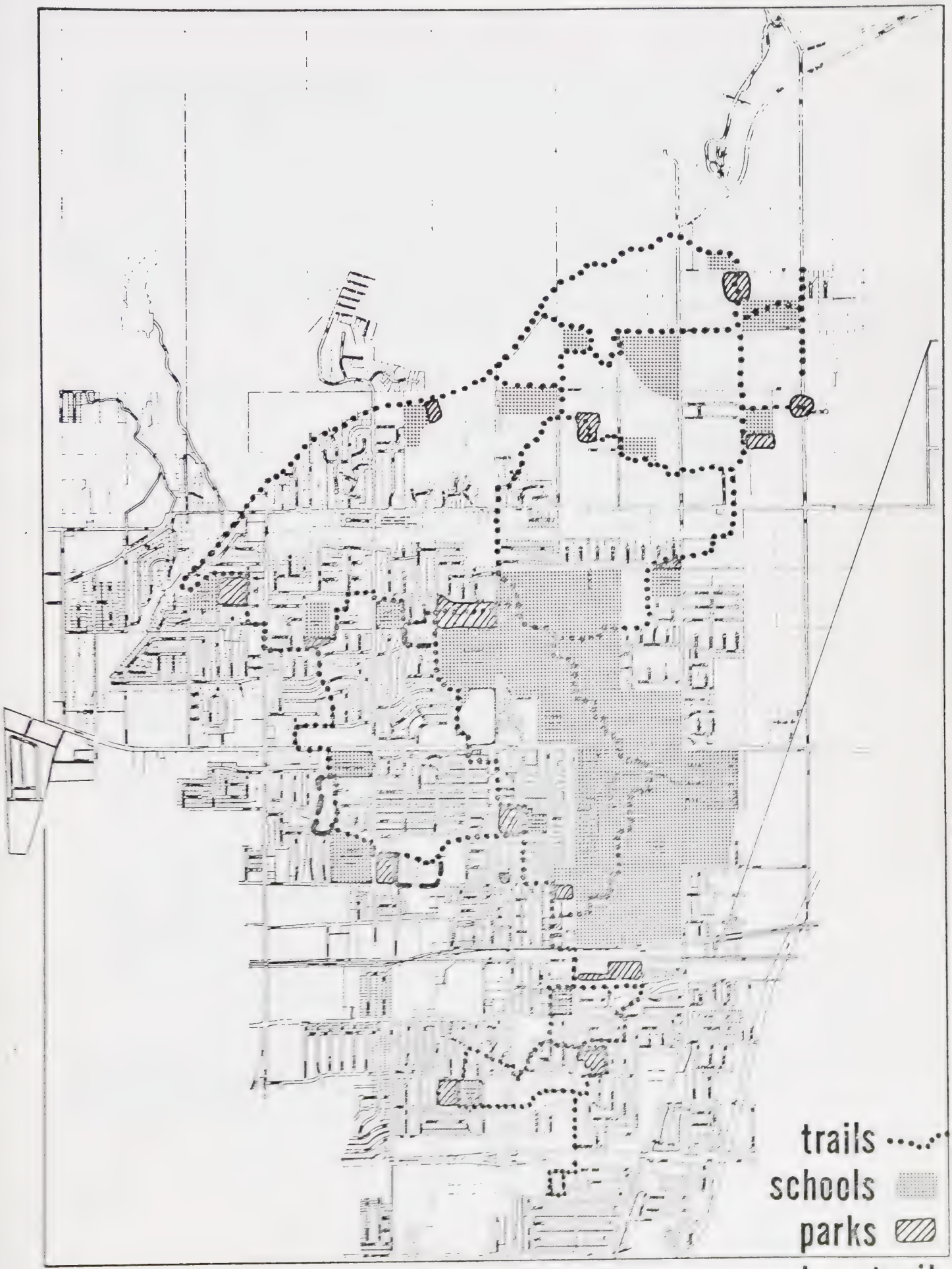
#### 6. Street Design

Street design is of great importance to Claremont because one perceives the city principally as a sequence of street scenes calibrated to the volume and speed of automobile traffic.

Claremont has a long history of attention to street trees and should continue to emphasize this distinctive city characteristic. There are several streets with magnificent, mature trees of majestic height and character. These trees have created a park-like quality in these areas of the city, and should be well maintained and replaced when necessary. The street tree planting program should continue in all parts of the city.

Beyond trees, the street scene is a composite of everything one views as he moves along the street. Conscious design of the street and what happens along it can make driving around Claremont a rewarding experience. The city has several





trails .....  
schools .....  
parks .....  
urban trails

streets, e.g., Indian Hill Boulevard, Foothill Boulevard, College Avenue, which have special character. The city should give careful attention to street design discussed here as it plans for Claremont Boulevard, Padua Avenue, Mount Baldy Road, and the proposed "Grand Avenue".

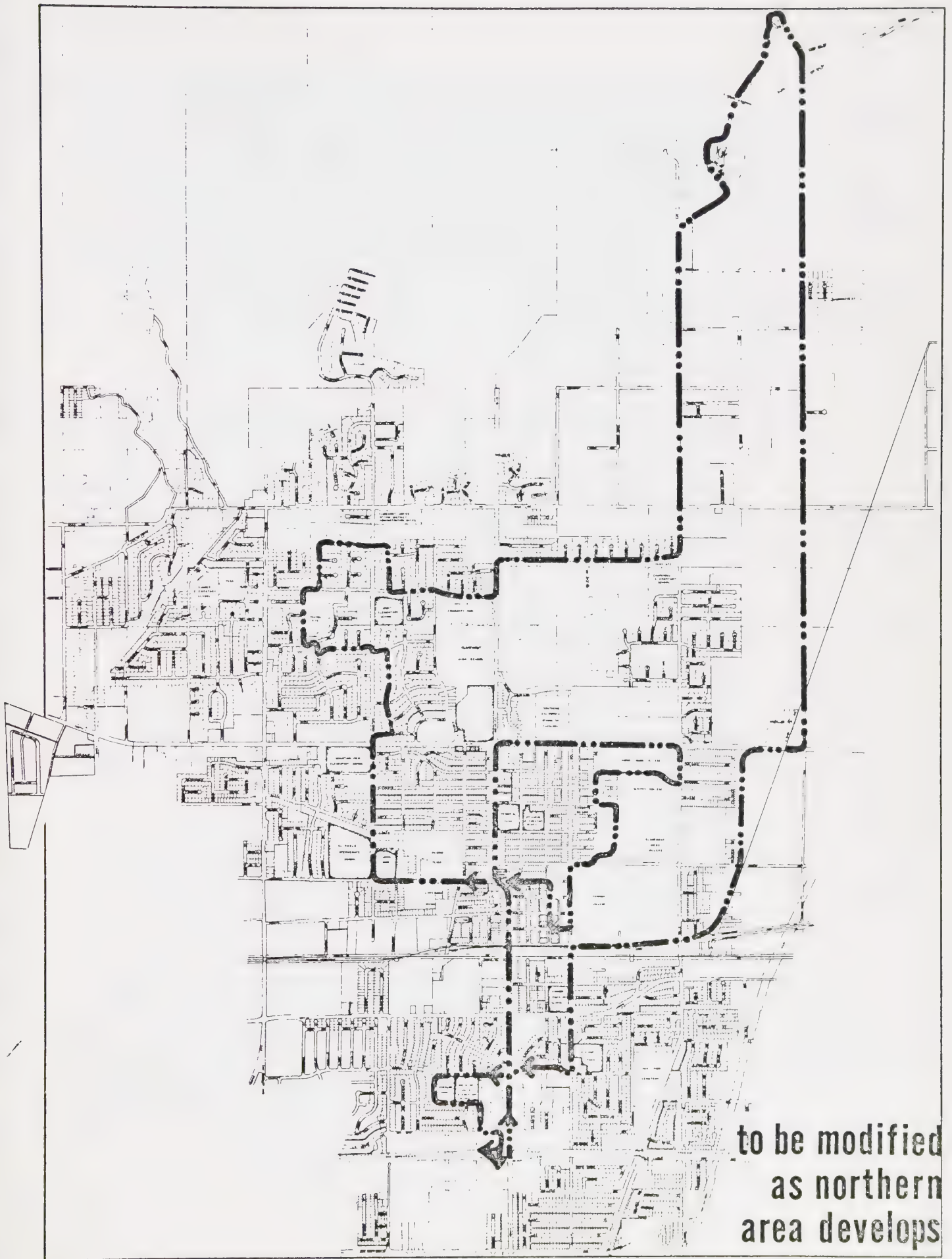
In the main, street design sections of subdivision ordinances deal largely with traffic safety aspects. The following material describes aspects of street design intended to make streets visually handsome. The city may choose to incorporate these criteria in its subdivision ordinance.

The street is an important public space. It should be thought of as an entity with its own need for continuity, not simply a line-up of unrelated private developments. It can have variety along its length, as well as unifying elements. It should be a place where things happen. An interesting street might have irregularities in the width of its right-of-way. Attractive natural elements which could become features in street design are frequently lost because a street is perceived as having to be uniform in width. Street design should capitalize on the accidental, unexpected surprise to lend character.

Street design should reflect the different functional types of roads, e.g., the volume and speed of traffic on a road. In a fast moving vehicle one cannot perceive small scale details and this should be reflected in the landscaping and visual aspects of the street design. Street design should relate to the nature of the area: the more intensely urban the area, the more highly cultivated the nature of the landscaping; on the other hand, native plants may enhance a rural area. Even though it is now in an undeveloped area, Claremont Boulevard should have a sophisticated highly cultivated urban character in view of its intended uses as an important business, administrative, and industrial street. The proposed "Grand Avenue" should have the character of a linear city park in its flat sections, and it should be designed to set off the natural landscape as it goes up through the hills above Claraboya.

In street design planning, one should initially take careful stock of the possible vistas, or view corridors, to be seen from a street. Where possible, a street should be pointed toward a mountain, church, grove of trees, etc. At a bend in the road,





to be modified  
as northern  
area develops  
scenic drive

a person's attention is focused on a curve and what is beyond it. It may be possible to widen the right-of-way at a curve sufficiently to plant a clump of trees or to create a place for a fountain. If such sites are made available, service clubs or private donors could contribute such special features.

A long view to a distant mountain is desirable, but where there is no such feature a bend in the road is a means by which the long empty view at the end of a long straight road can be avoided.

## 7. Subdivision Walls

Southern California cities frequently require subdivision walls along arterial streets. The visual impact along the street usually conveys an unfriendly atmosphere, especially when such walls are on both sides of the street and when on streets of uniform width. This is accentuated when each subdivision develops its own design. If, on the other hand, walls were designed as part of the street, they could become handsome backdrops for street landscaping and distinctive attractions to the city. From the subdivision side, the walls are seen in short segments whereas, from the street, they may run many blocks.

The following suggestions would help integrate subdivision walls into city street design. They should be used sparingly. They should be built to simple city design rather than to individual design. The walls should relate to one another on opposite sides of the street. Sufficient space should be allowed on the street side of the wall for appropriate landscaping, the maintenance responsibility for which the city should accept if it requires the walls. The landscaping should be designed to enhance and exploit the walls, much like a garden wall. Novelties in the wall are not desirable and dependence should be on the landscaping to lend interest. Irregularities in the subdivision lot layout can be used to develop interesting landscaping settings on the street side. Rather than throwing odd shapes into lot areas, the extra area should be added to the street side, creating interesting sites for street trees and landscaping. Also, ends of walls offer interesting opportunities to create receptive landscape areas.



## X. CONSERVATION AND SAFETY

The concept of conservation includes the preservation of all natural resources — all environmental features — water, vegetation, air, wildlife, minerals. It should be recognized to include the protection of the visual and aesthetic qualities of the area. The city should adopt policies and regulations to promote conservation of its environment as future growth and development occurs.

The city should cooperate with other governmental agencies and other organizations to promote programs which will have regional significance since many environmental problems, e.g. air quality, cut across jurisdictional lines.

(See: Appendix 1 - Natural Resources)

### 1. Protection of the Watershed

The limitations of watershed lands for habitation should be recognized and those qualities which enable a watershed to absorb water should be preserved.

One of the objectives and by-products of the planned community type of development recommended in the section "Development of the Claremont Foothills" and illustrated on the General Plan Map can be of a significant degree of watershed protection. Characteristics on the one hand of good land for development in the foothills and on the other hand of areas important to watershed protection and drainage are direct opposites. They can, therefore, complement one another. A meaningful pattern of open space can be one that keeps in a natural state the major water-courses draining the foothills. Natural open areas tend to retard the water flow, lessening the need for the type of artificial drainage system illustrated in the Thompson Creek box culvert. This would give a double significance to a related network of wide greenbelts.

In the Claremont Foothills there is a strong natural hierarchy of drainage areas; Webb Canyon, Cobal Canyon, and Palmer Canyon are some of the principal examples. Relating to these there is a next level such as Burbank Canyon and Williams Canyon. In the development of the foothills these principal water-courses should be preserved undisturbed with greenbelts to permit natural percolation. These areas are the least desirable for residential use, as well as being hazardous from floods and fire. Some of the lesser drainage areas could then actually be obliterated or re-made as necessary for development purposes. The criteria

for development should be those which permit the greatest degree of natural drainage in the main water-courses and protect those water-courses by permanent easements from the threats of later development. Where the lesser watershed areas are disturbed or re-made and wherever there is grading from which drainage will be carried down into the natural areas to be preserved, planting and soil erosion measures should be required to prevent silting damage to those natural areas. Silting can kill trees by changing the level of the ground and it can fill streams and dams, obviating the benefits of slowing runoff by percolation.

The same watershed areas shown for preservation on the General Plan Map form the basis of the open space network in the foothills. This network contains some perfectly beautiful wooded areas and can serve as areas for riding and hiking trails, as areas for preservation of native plants and wildlife, as areas of open vistas for the scenic circulation routes and the open view areas surrounding the areas of residential development.

## 2. Flood Control

In addition to the flood control function of the drainage ravines referred to above, the area is well served by U. S. Corps of Engineer and County Flood Control District facilities; San Antonio Dam and Channel, Thompson Creek Dam and Channel, and Live Oak Dam and Channel. These facilities provide adequate protection from flood dangers; no major new facilities are needed.

## 3. Fire Control

The dryness of the foothill area presents a fire problem in that if vehicular or recreational access to the area is allowed during the dry periods the potential for fires as a result of human usage increases greatly.

As development takes place, improved circulation and access should provide better fire control protection; irrigated development, i.e., individual home sites, common recreational areas, and landscaped open spaces will reduce the amount of dry land area and will provide "greenbelt" buffer areas for the safety of the residents. Prior to residential development, use of the proposed scenic road system could be permitted, but should be restricted to non-hazard winter use, which occurs when the land is most scenic. Also, better access and water supply should be developed for fire fighting equipment.



The city should develop and adopt regulations to further safe development, dealing, for example, with brush clearance, landscaping, building locations and materials. The hillside ordinance referred to in the Land Use chapter should be multi-purpose, innovative and workable for both public agencies and private developers. The multi-purpose nature of the ordinance would encompass land uses, density as a function of degree of slope, conservation, effluent disposal, open space and recreation, ecology, and safety.

## XI. APPENDICES

These appendices contain material of a more specific nature than the main body of the Plan. They include background analyses and suggestions for implementation.



## Appendix 1 - Natural Resources

### 1. Vegetation

The foothill area in North Claremont is characterized by "chaparral" (elfin forest) found only in California and is made up of sturdy, attractive dry-land plants. The chaparral is well displayed on foothill slopes north of Claremont, notably between Padua Hills and Claraboya. Vegetation types include valley grassland, oak parkland, savanna, coastal sagebrush, and chaparral.

### 2. Climate

Climate is of the Mediterranean type, with mild sunny winters, occasional short rainy periods, alternated with warm, rainless summers. The area is subjected to smog throughout the year but in lessened quantity during the winter months.

### 3. Geology

a. The flatland area that is Claremont and environs today, is characterized by two basic geologic formations:

- (1) The San Antonio Wash area that generally straddles the Los Angeles-San Bernardino County boundaries from the San Antonio Dam southwest to the Puente Hills is geologically described as follows:

Qal Alluvium: Generally, massive to poorly bedded, moderately sorted, laterally graded, unconsolidated, light to dark gray, gravel and sand of present stream channels; clasts composed largely of rounded fragments of plutonic rocks; ranges in thickness up to a few tens of feet.

- (2) The remaining segment of alluvial fan area to the west of the San Antonio Wash, extending from the Claremont foothills to the Puente Hills, is geologically described as follows:

Qao-Alluvium, older: Predominantly, massive to poorly bedded, moderately sorted, laterally graded,

unconsolidated, gray to reddish-brown, deposits of gravel, sand and clay of alluvial fans and older stream channels. Composed largely of locally derived, rounded to angular, pebbles, cobbles, and boulders in sand and clay matrix.

- b. The foothills, consisting of the Live Oak, Claraboya, Johnson Pasture, Los Angeles County Park, and Padua Hills area, are characterized by approximately 28 geologic formations and 3 slide-debris formations. The visually and physically recognizable sub-foothill areas mentioned above have one or two predominant geologic formations and are described below:

(1) Live Oak Area

Bounded by Webb and Live Oak Canyons to Sunset Ridge. Predominant geologic formation is Qt. Alluvial terrace deposits which are mainly massive to well bedded, poorly to moderately well consolidated, slightly decomposed, tan to reddish-brown, alluvial deposits of gravel, sand and clay, including the San Dimas Formation.

(2) Claraboya Area

Bounded by Gale, Thompson Creek, Webb and Live Oak Canyons. Predominant geologic formation is "pgr"-pegmatitic granite which is generally inequigranular, medium to coarse grained, light tan to pale yellow granite. Locally, graphic-pegmatitic textures comprise up to 50% of unit; abundantly intruded by granite (gr) dikes; commonly gneissic along border of quartz-biotite gneiss inclusions.

(3) Johnson Pasture Area

Bounded by Gale and Burbank Canyons. Predominantly geologic formation is Qt. - as described above in Live Oak Area, plus Qd. - quartz diorite which is predominant coarse grained, massive to slightly foliated, dark gray, quartz diorite. Local alteration zones rich in epidote or chlorite; fractures widely spread and deep weathering is common.



#### (4) Los Angeles County Park and Padua Hills Area

Bounded by National Forest, Live Oak Canyon and Marshall Canyon. Predominant geologic formation is Qt. - (see above in Live Oak Area description) and gg - metasediment - dry rocks which are commonly folded, intruded, and fractured blocks and slices of moderately metamorphosed sedimentary rocks, gg being medium to fine grained, slightly foliated to gneissose, tough, hard, highly fractured, brown to pale yellow, gneissic quartzite.

Note: This data obtained from "Preliminary Geologic Map of the SW-1/4 Mt. Baldy Quadrangel, Los Angeles County, California," dated 1969. A copy of this map is located in the Planning Department of the City of Claremont, Claremont, California.

#### 4. Topography

The presently developed portion of the city and much of the undeveloped area is located on an alluvial fan. This fan has an approximate 3% slope with elevation ranging from 2000 feet in the north below the San Antonio Dam southwesterly to 1000 feet at the southern boundary of the city.

The foothill area to the north has ridge elevations of approximately 2000 feet with the mountainous area (Sunset Ridge) further to the north in the National Forest rising approximately 4000 feet. The foothill area forms a peninsula generally northeast to southwest from the higher range varying considerably in formation of ridges and canyons. Although there are some gently rolling areas within the foothills, much exceeds a 30% slope. There are nine identifiable canyons: Eavey, Chicken, Palmer, Williams, Cobal, Burbank, Gale, Webb and Live Oak. Streams run in Eavey, Palmer, and Live Oak Canyons, and Cobal, Burbank and Gale Canyons have small running springs during the wet months.

#### 5. Wildlife

The foothill and open flatland areas sustain a variety of native wildlife. Animals living in these areas include: deer, coyote, bobcats, racoons, moles, skunks, rabbits, ground squirrels, chipmunks, gophers, and kangaroo rats. A broad collection of birds either live in or migrate into the area, including: quail, doves, owls, woodpeckers, hummingbirds, jays, mockingbirds, bluebirds, kingbirds, sparrows, and many others. There are also many species of snakes and lizards.

## Appendix 2 - Hillside Development

An analysis of the foothill area above Claremont revealed several factors having bearing on physical development:

1. The ultimate visual quality of the City of Claremont is intimately linked to the foothills and mountain range flanking on the north, yet this is in an area over which the city, as of the present, has limited control.
2. The area between 1400 feet and 1800 feet has the most immediate visual impact on the valley floor.
3. The most immediate pressures for development are likely to be aimed at the lower reaches of view property between 1400 feet and 1800 feet. Claraboya is the only existing example.
4. By present standards of building and marketing, there is a limited amount of land available because the bulk of the land has over 30% slope.
5. Most development, especially detached houses, by present standards, would require massive reshaping of the land both for living units and for roads.
6. By future standards much more hillside land may be made available through a shift in building and transportation technology, because of a major change in the life style of our culture, and combination of both.

The most critical problem the city faces is to devise means to exercise a degree of precise control that will yield results most significant to the quality of the city's environment to project an image of future land use which adds rather than detracts from the environment and which recognizes long range opportunities as well as immediate pressures.

Pressures for hillside development will increase. Efforts aimed at achieving the best possible development must recognize and deal effectively with these past development trends:

1. Attempts to create building areas in the most economical manner have often been achieved by:
  - a. Creating individual pads for detached houses on topography which will minimize costs of earth-moving.

If larger houses and lots are selling well the pad is expanded and the geometry of cut and fill becomes more gross .

- b. Working and expanding from the bottom upward to the limit of maximum allowed cul-de-sac length and to a point of steepness where the amount of earth moved does not justify creating one more pad .
  - c. Double loading streets to the maximum extent possible and eliminating non-access "scenic" streets .
- 2. Many developers have dealt in a single commodity which is their stock in trade — the single-family detached house — and dismiss schemes which mix different uses and different housing types on the most suitable topography .
  - 3. The small developer has been least likely to build in recreational features which help preserve landscape on a large scale .
  - 4. The city's requirement to provide proper drainage has generally been met by sloping lots one to two percent to the street (causing lily pads) rather than providing other , often more expensive , drainage systems .
  - 5. Present city ordinances do not provide adequately for "natural" hillside development .
  - 6. Developers have tended to build one story houses on pads with areas of outdoor living , not only because these have sold well , but because subcontractors have been locked-in to this traditional approach in terms of construction methods and thus costs .

The prospects for long range , hillside development depend in part on the factors cited above , but in a larger measure , long range development depends upon a rapidly changing technology and emerging changes in the life style and ecology of the people who comprise our culture . The level of technological achievement is such that we can implement virtually anything that we can imagine . It is apparent that there still exists the opportunity to evolve a new concept , based on human needs , for the hill area of Claremont .



### Appendix 3 - Federal Open Space Grants

The Open Space Land program provides grants to help communities acquire and develop land to help curb urban sprawl, to prevent the spread of urban blight, to encourage more economic and desirable urban development and to help provide needed park, recreation, conservation, scenic, and historic areas.

Acquisition and development of the open space land must be in accord with local and area-wide comprehensive planning. The adopted General Plan for Claremont sets forth areas of open space for active and passive recreation, conservation and scenic value, and therefore provides the basic requirements for any future open space program. Exact location, size, purpose and priority would be the result of the next step in the process — an application for assistance to acquire open space.

Federal grants, usually called "matching funds", are made up to 50% of the costs involved in acquiring land for open space use. Further grants of up to 50% of the improvement costs for developing land acquired under the program may be made. Eligible acquisition costs include those for acquiring land and certain structures, demolition of inappropriate structures where developed land is being acquired, and real estate services. Eligible improvement costs include basic facilities such as roadways, signs, landscaping, etc., but not major construction.

## Appendix 4 - Implementation

The General Plan is a long range projection of the aims of the community, in a generalized way. Once the General Plan has been adopted as an effective policy instrument, implementation should proceed. Specific tools and techniques should be developed to carry out the objectives of the Plan.

The Plan recommends several innovative techniques to be applied to the flatland and hill area north of Base Line Road. These innovations in approach to residential development will require immediate study, change and modification of existing zoning and subdivision regulations and preparation of specific plans.

### 1. Zoning Ordinance

Zoning is immediate and specific, relating to what is needed in the next two to five years. Therefore, the Zoning Map and the General Plan Map may look quite different, but the Zoning Map, as time goes on, should move in the direction of the General Plan Map.

#### a. Flatland Density Bonus System (Optional)

The purpose of a density bonus system will be to encourage a diversity of housing and more generous use of open space which would be interspersed throughout residential units and linked to a neighborhood park system. The increase in density, above the density allowed, would be determined by a sliding scale relating the density to the amount of open space provided. The city's prime responsibility, once the density bonus system ordinance is adopted, would be to encourage innovative arrangements of dwelling units, and to secure relationships of open space between the residential units and park system.

#### b. Hillside Regulations

The city recognizes that development in the foothills will take place — to protect and preserve these areas in a manner appropriate to the area, major requirements regulating hillside development should encompass the following considerations:

- (1) Topography, drainage ways, fire breaks.
- (2) Condition of soils, extent of ground covering, etc.





- (3) Use of contour grading and construction.
- (4) Variable construction requirements for streets and other improvements.
- (5) Maximum variety of development pattern.
- (6) Appropriate hill area density incentives in order to insure best possible development, and conservation of natural features and open space.

## 2. Subdivision Ordinance

The present ordinance was adopted by the city in 1960 and has not been substantially changed since. There are numerous minor points and changes in the State Subdivision Map Act which, in themselves, would require a complete revision of the present Ordinance. One major addition which should be incorporated in the new ordinance is that a city may require a subdivider to dedicate school sites to the school district or city as the subdivision develops pursuant to Section 11525.2, Chapter 2 of the Business and Professions Code. The present subdivision ordinance should be rewritten with a new format to make it more easily used. It should reflect all the minor changes in the State Map Act and the dedication of school site provision, plus incorporate the suggestions and recommendations made in the sections on Urban Design and Hillside Regulations.

## 3. Specific Plans

Specific details that may require protection against encroachment by private improvements should be identified, such as proposed streets or the open space pedestrian linkages referred to in the Parks, Recreation and Open Space Element. State law provides the means by which protection may be assured in the Specific Plan procedure.

A Specific Plan, after being subject to a public hearing before the Planning Commission and also by the City Council, is adopted by ordinance or resolution and becomes regulatory and enforceable. It usually includes a detailed map. Specific Plans should be made for the flatland and hillside areas, especially to indicate streets, pedestrian linkages, open spaces and drainage conservation areas.

## 4. Capital Improvements Programs

Of great importance for implementing a General Plan is a program of capital improvements to be undertaken with public funds during



a particular period of time . It is the responsibility of the Planning Commission to review the departmental recommendations and recommend a program , with priorities , to the Council .

The Capital Improvements Program recommendations should keep in mind the potential for encouraging and discouraging private development and for influencing phasing .





This Plan (which includes a separate document, Special Problem Areas Report) is also based on many other studies:

Land Use Survey (completed January 1968 and revised January 1969 and September 1970 by staff)

Core Area Study (completed July 1968 - by Hall and Goodhue, Planning Consultants, and Marshall Kaplan, Gans and Kahn, Economic Consultants, and adopted)

Report on the Feasibility of Establishing a Refuse Landfill in the Claremont Area (completed September 1968 - by County Sanitation Districts of Los Angeles County)

Hillside Fire Protection Study, Phases I and II (completed August, 1968, and May 1969 - by staff)

Regional Economic Development Trends (completed April, 1970, by Marshall Kaplan, Gans and Kahn, Economic Consultants)

Recreation and Parks Facilities Plan (completed 1966 - by Cornell, Bridgers and Troller)

Street Trees and Parkways Master Plan (completed 1966 - by Cornell, Bridgers and Troller)

Master Sewerage Plan (adopted 1959 and updated 1965 - by James M. Montgomery)

Storm Drain Master Plan (adopted January 1969 - by staff)

College General Plan (by Claremont Colleges)

Housing Survey of the City of Claremont (completed June 1969 - by County of Los Angeles, Division of Building and Safety)



